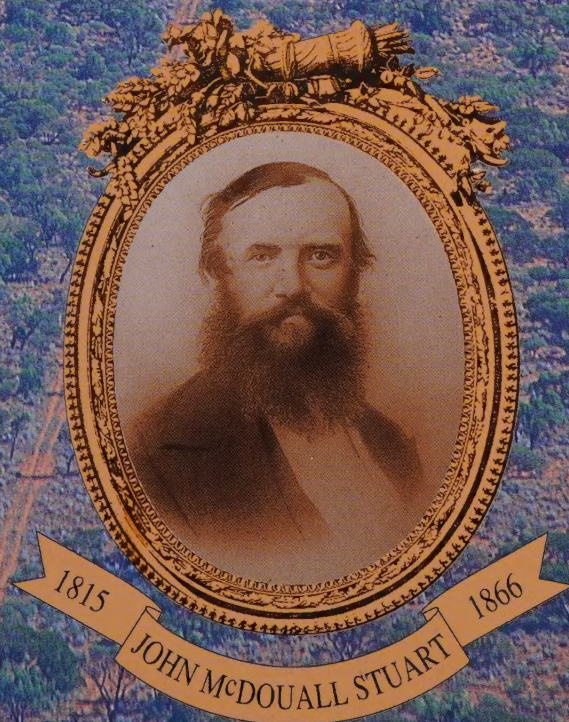
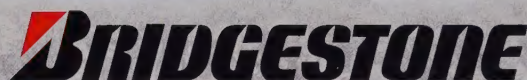


The Stuart Highway

'Further than the eye can see.'





SAFE TRAVELLING

Although the Stuart Highway is a busy road, be aware of the vast distances and carry water, jack and vehicle spares. The Leigh Creek Road and the Oodnadatta Track are included for the more adventurous. Check unsealed road conditions with local roadhouses or police.

Advise friends and authorities of your movements if leaving the main roads.

Journeys into remote areas should only be done by the experienced, after extensive preparation and adequate back up arrangements, with access routes authorised.

CONTACTS FOR FURTHER INFORMATION

Adelaide	South Australian Tourism Commission 1 King William Street, Adelaide Royal Automobile Association 41 Hindmarsh Square, Adelaide
Port Augusta	Wadlata Outback Centre 41 Flinders Terrace, Port Augusta
Cooper Pedy	Cooper Pedy Tourist Information Centre Lot 1228 Hutchison Street, Cooper Pedy
Alice Springs	Central Australian Tourism Association Corner Gregory/Hartley Street, Alice Springs NT Dept Lands, Housing & Local Govt 21 Gregory Terrace, Alice Springs
Tennant Creek	Tennant Creek Region Tourist Association Shop 1, Transit Centre, Tennant Creek
Katherine	Katherine Region Tourist Centre Corner Stuart Highway/Lindsay St, Katherine
Darwin	Darwin Region Tourist Association 33 Smith Street Mall, Darwin Automobile Association of the Northern Territory 79-81 Smith Street, Darwin NT Dept Lands, Housing & Local Govt Corner Cavenagh & Benner Streets, Darwin

Tourist Centres and Roadhouses Locally

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AUSTRALIA AS IT WAS KNOWN IN 1853

Queen Victoria reigning since 1837 as Queen of England & Civil War raging in America

In the sixty five years of European settlement of Colonial Australia, the interior of the continent was still totally unknown to them.

For over 40,000 years, the Aboriginal people have lived in Australia. The timelessness of their way of life continued unchanged for centuries.

In the 16th and 17th centuries the Spanish and Portuguese navigated the straights to the north. The Dutch made several brief visits to the coasts of "The Great South Land".

For over 200 years, a thousand Macassans in their fleet of Praus came annually to the shores off Arnhem Land and the Kimberleys to fish for trepang, a marine delicacy.

1770 marked the beginning of a new era. On Possession Island, off Cape York Peninsula, Captain James Cook claimed the east coast of Australia for Britain. He noted the country was "terra nullius" (Territory over which the inhabitants had no effective possession) and was open to Colonization.



- 1788 The First Fleet arrive. Settlement established at Sydney Cove, Port Jackson.
- 1799 Bass and Flinders circumnavigate Van Diemens Land. 1804 David Collins aboard the Ocean form settlement in Van Diemens Land
- 1829 Captain Freemantle of HMS Challenger lands. Colony of Western Australia proclaimed.
- 1836 Governor Hindmarsh arrives at Holdfast Bay in HMAS Buffalo and proclaims the province of South Australia
- 1838 Port Essington established. Abandoned in 1849

- 1839 Lt Stokes on board the Beagle examines and names Port Darwin
- 1845 Copper discovered at Burra Burra.
- 1850 Port Phillip District separated from New South Wales, to be known as Victoria.
- 1851 Gold discovered at Ballarat & Turoon River, NSW. The start of the "Gold Rush"
- 1852 Port Augusta named by A L Elder in the yacht Yalata
- 1859 Brisbane proclaimed Municipal
- 1872 Gold discovered in the Northern Territory

THE STUART HIGHWAY

The Stuart Highway stretches from Port Augusta to Darwin. It spans a vast area - a fierce magnificent country of arid desert in the south to lush subtropical in the north, known as the "Top End".

The highway is named after John McDouall Stuart.

Driving along the Stuart Highway, on the modern bitumen road, it is interesting to see who came before us, and how events happened.

Stop your vehicle anywhere along the highway and walk twenty paces to the left or right. Look north! You are now seeing the same country that first daunted the pioneers.

The Aboriginal People had lived throughout the region for thousands of years, the land being both home and spiritual to them. Nomadic people, they belonged to different language groups and moved around the local area they lived in.

In Colonial circles, for many years, it was believed that the Centre of Australia was a vast inland sea. Rivers appeared to run into the Centre and the Lakes Torrens, Blanche, Frome, Callabonna, Eyre and Gairdner were thought to be one a vast horseshoe of brine and mud.

The Colonies were most anxious to know of new country suitable to be opened up for pastoral leases or mining.



In 1840, Edward John Eyre's party set out for the interior. From Mount Arden they tried to cross the Lakes area. Finding it impenetrable, they travelled north through the Flinders Ranges, naming Mount Deception and Mount Hopeless before abandoning the inland trip; instead turning west on the epic journey crossing Australia from east to west.

Captain Charles Sturt had a burning desire to be the first to reach the Centre of Australia and in 1844 his party set out complete with a boat, sheep and drays; John McDouall Stuart as draughtsman. Following the River Murray and then the River Darling they passed where Broken Hill is now. It was the height of summer and they became locked in to the



Captain Charles Sturt

only water supply for miles. After six months rain finally came; too late for Poole, who died of scurvy. Continuing on, they discovered Cooper Creek and crossed Sturt's Stony Desert into southwest Queensland. High sand hills and lack of water kept the Centre's secrets. They turned back, returning to Adelaide after seventeen months. The boat that was to have floated away to the tropics was left to rot at Depot Glen.

From the north in 1844 Ludwig Leichhardt crossed from Queensland to Port Essington, finding and naming the Roper River, amongst others. Four years later, in attempting an east/west crossing, his party of eight men, thirteen mules, twelve horses, fifty bullocks and two hundred and seventy goats disappeared. Search parties found no trace of them.



Doctor Ludwig Leichhardt

In 1854 the Mediterranean Submarine Cable Company wrote to each of the Australian Colonial Governments about extending the proposed undersea cable from Europe to Ceylon and thence to Australia.

At this time all communications between Australia and the outside world were by ship. Dispatches by sailing ship took seven months and the new steamship service between London and Sydney (by carting goods overland through Egypt) had reduced the time to two and a half months.

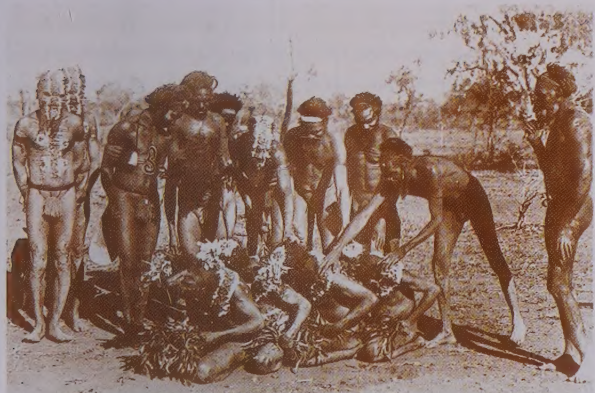


In 1858 A. C. Gregory's party, on behalf of the English Government, left Sydney for Moreton Bay in the barque Monarch with the schooner Tom Tough. They had fifty horses and two hundred sheep on board. They explored from the source of the Victoria River, adding to Captain Stokes reports and then travelled south on horseback until grassy plains gave way to salt lakes and desert, forcing them back.

The Centre of Australia remained the Great Unknown to all but the indigenous Australians.

Life went on for the Aboriginal people as it had for thousands of years; hunter-gatherers, the bounty of the land provided all their needs.

Populations were larger in the higher rainfall areas of the Top End where fish and game were plentiful. There was little need to go far for food.



Ceremonies - An important part of Aboriginal culture.

Further south and around Central Australia groups were scattered over huge territories. Survival in these harsher regions was dependant on waterholes and seasonal bush tucker. Desert people needed great skill and knowledge of the land in all aspects of its often meagre resources. Permanent waterholes were a focus for people and animals during the severest droughts.

The men, with boomerangs, spears and traps hunted larger game - kangaroos, wallabies and emus. Whilst a spear could be hurled with great force using a spear-thrower or woomera, the skill of the hunters was in getting close to the quarry. Fire was used to generate new growth of valuable food plants and provide tender new shoots to attract animals.

The women, accompanied by the children, provided the bulk of the staple diet. They collected seeds for grinding into flour, also fruits, bulbs, roots and smaller animals. Honey ants and plump witchetty grubs were a favourite.

All food was taken back and shared among the group. To do otherwise would be considered an intolerable act of greed and selfishness.



Aranda family group. Central Australia 1890's.

The Aboriginal culture is enshrined within complex laws of social, family and religious life and has been passed on generation after generation in ceremonies, songs and stories.

Central to Aboriginal religious beliefs are the Ancestral Creative Beings. In the Dreamtime they journeyed over a featureless continent, stopping at different places, forming rivers and billabongs, rocks, hills, valleys and mountains, putting plant life, animals and humans in place.

Aborigines were thus spiritually linked to the land and all it contained. Territories were recognised by themselves and neighbouring groups. Major land features were sacred and these sites were sanctuaries, where only the initiated could go; plants were not taken nor animals killed there. When droughts brought increased human pressure, survival of flora and fauna species was ensured.

In Aboriginal society, kinship ties are very close; cousins are like brothers and sisters, aunts and uncles are other mothers and fathers.

Living with nature, they knew intimately all footprints made by their group and every lizard, animal and bird.

When boot prints and hoof marks were discovered, they were terrified; ".... what kind of creatures could men be who had broad flat toeless feet and a heel that was a hard lump? As for horse tracks, we could tell that they must have been made by huge four legged creatures, larger than we had ever seen before...their heavy feet had cut their way even into hard clay ground...Surely, we thought, both these creatures must be evil man-eating monsters," old men who had been boys at the time of Stuart's trip years later told Professor Strehlow.



Earlier too, Stuart had written an account of how, when riding through sandhills he had come upon a hunter intent on his task. "I called out to draw his attention; he turned around and saw me. What he imagined I was I do not know,

but a finer picture of fear and astonishment I never saw. He stood riveted to the spot, mouth open and eyes staring." As the largest animal he had ever seen was a kangaroo and all people dark skinned, at first glance Stuart on his horse must have appeared to be an apparition, perhaps a spirit.

This was the first sign of changes that were to come.

It was in 1854 that the South Australian Government authorised the formation of a "Magnetic Telegraph Department". Charles Todd was appointed the first superintendent and the telegraph line from Adelaide to Port Adelaide opened in 1856, followed by the line from Adelaide to Melbourne in 1858.

In the Colony of South Australia, Babbage, Warburton, Hack and others were exploring and surveying new territory. A crossing between the lakes had been found and Deputy Surveyor General Goyder, examining Lake Torrens reported that not only was the water fresh, but that he had seen gigantic gum trees with rising lands across the sheet of water. Perhaps it was not desert country? A boat and punt were taken there by Colonel Freeling, the Surveyor General, but the water, now receding had been magnified by mirage, the trees nothing more than stunted bushes; the rising ground clods of earth. The excitement was short lived.



Cartoon drawn by Herrgott: "Accordingly Jones and I armed ourselves with long poles to lay upon the ground in case we got bogged".

In 1858 John McDouall Stuart set out with two companions, a private party on behalf of William Finke looking for possible pastoral land. They explored to the north of the Flinders Ranges. They travelled over fifteen hundred miles to where Coober Pedy is now, then detoured towards Fowlers Bay and on to Streaky Bay Station, as they were desperately short of food. The immense distance Stuart had covered met with astonishment and great acclaim in Adelaide and in London.

In 1859 John McDouall Stuart on two occasions led prospecting and surveying parties to the north country.

The telegraph line had now been extended from Europe to India and plans were being discussed for the proposed route of an overland telegraph line to join lines now in Adelaide, Sydney and Melbourne once the submarine cable reached Australia. The South Australian Government was anxious it should be via Adelaide and voted a reward of £2000 for "the first person who shall succeed in crossing through the country lately discovered by Mr Stuart".

March 1860 saw them again heading north, Stuart, his tried second in command Kekwick and a third man, Ben Head. The party passed quickly over familiar territory from spring to spring. Further on, the country was flooded and they spent a trying time with camps flooded out, wet provisions and getting horses across swollen rivers. They continued on, passing through sand hill country, grassland and spinifex.

Stuart writes "April 22 Today I find from my observations of the sun $\odot$ LL 111° 00' 30" that I am camped in the centre of Australia." Next day "Took Kekwick and the flag and went to the top of the Mount but found it to be much higher and difficult of ascent than I supposed; built a cone of stones, in the centre of which I placed a pole, with the British flag nailed to it. On the top of the cone I placed a small bottle in which is a slip of paper stating by whom it was raised with our signatures to it. On finishing we gave three cheers for the Flag the emblem of civil and religious liberty and may it be a sign to the natives that the dawn of liberty, civilisation and Christianity is about to break upon them. I then named the mount Sturt after the father of Australian Exploration for whom we also gave three hearty cheers." (Later renamed Central Mount Stuart).

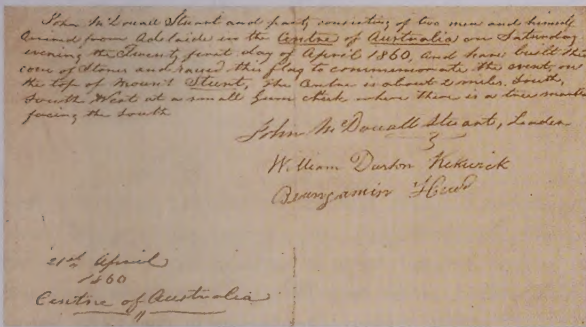


Central Mount Stuart

It must have given Stuart great satisfaction to be the first European, looking at the view from the top of the mount. It was not an arid desert nor an inland sea, but a beautiful country with red sandstone hills, grasslands, gum trees and creeks.

The goal being the northern sea, work continued and they pushed on. There were many groups of natives in this country; some they encountered, even being presented with some much appreciated food on one occasion. Many times on approaching water, they came to hastily abandoned camps. On 26th June, near dusk, the party was retracing their tracks along the creek "when suddenly up started three tall, powerful men, fully armed, having a number of boomerangs, waddies and spears; their distance from us being about 200 yards...I then faced them, making all sorts of signs of friendship I could think of. They seemed to be in a great fury, moving their boomerangs about their heads. They were now joined by a number more...upwards of 30 - every bush seemed to produce a man. ...we received a shower of boomerangs...they then commenced jumping, dancing, yelling...and setting fire to the grass...Still I felt unwilling to fire upon them, and tried to make them understand that we wished to do them no harm; they now came within forty yards of us and again made a charge, throwing their boomerangs which came whistling and whizzing past our ears. One spear struck my horse. I then gave orders to fire...Our pack horses took fright when they heard the firing and fearful yelling...sent Ben after the horses...while Kekwick and I remained to cover our rear.

"We soon got in advance of our enemies, but they kept following... numerous, bold and daring. Their arrangements and manner of attack were as well conducted and planned as Europeans could do it".



Note left on Central Mount Stuart.

Stuart's party kept riding through the night to more open country. Being such a small party and with the possibility of further hostilities ahead, Stuart reluctantly decided to turn back. By this time food was short and men and horses were weak and very much feeling the effects of deprivation. After the long journey back contending with hunger, sickness and lack of water supplies, it must have been a relief to have come upon a welcoming campfire.

They reached Adelaide in October and were greeted with great enthusiasm. The courage and skill of John McDouall Stuart was acknowledged by the Royal Geographic Society's highest honour, the Patron's Gold Medal for his discovery of the centre of Australia.



Attack Creek.

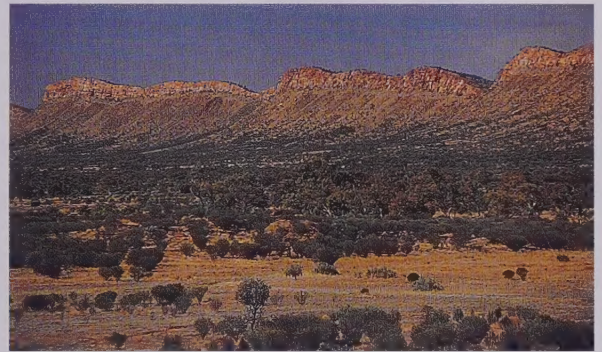
There was news of a Victorian Expedition led by Robert O'Hara Burke with William Wills as surveyor. The Royal Society of Victoria had raised £12,000 for a well-organised expedition; twenty-seven camels, specially imported from Peshawar, twenty-eight horses, several wagons, tents and provisions for seventeen men for eighteen months. It was a gala day when they left Melbourne on 10th August, 1861 and a crowd of ten thousand had farewelled them. They were to proceed along a route similar to that which Captain Stuart had taken to Cooper Creek, and then on to the Gulf of Carpentaria.

Stuart was urged to go back out there and be the first to cross the continent. Rivalry between the Colonies was strong.

So far, all of Stuart's expeditions had been privately funded. After it was seen that inadequate means alone had led to his retreat, a larger, Government-backed expedition was planned. The outlay of £2500 was modest compared to the Victorian Expedition; however this time, the party consisted of ten men with forty-nine horses. They left Adelaide at the end of November and spent the next month at Chambers Creek, preparing the rations.

At the beginning of January 1861, Stuart's expedition was on the way and travelled through the full brunt of the summer sun. Around the Neales area, the natives set fire to grass around their camp. Further on, although there was permanent water, the MacDonnell Ranges were very dry and they were delighted when heavy rain fell which made the creeks run. They passed Tennant Creek, then Attack Creek without incident. The party travelled on through country with stony rises, spinifex and gum, on past the Ashburton Range, across Sturt Plain. The horses were constantly stumbling into holes and cracks concealed under the long grass and men and horses became "quite worn out".

Sturt Plain had once been a freshwater lake, but now finding water was a difficult task. The main party camped at Hawkers Creek while Stuart with two men went out on a series of scouting trips searching for water. In May they discovered "a splendid sheet of water" now known as Newcastle Waters and the main party shifted there.



MacDonnell Ranges

Eleven trips, Stuart persisted with, pushing the horses' endurance to the limit, but try as he might, the hot dry waterless plain, bordered by thick impenetrable lancewood scrub could not be overcome. The furthest point reached was "Burke Creek". They proceeded back through the bitterly cold nights of the Centre and reached Adelaide towards the end of September. Disappointed at being unsuccessful, there was no time for rest or recuperation.

Meanwhile, there was news that the Burke and Wills Expedition was causing concern; the party had divided and the leaders had not returned. Search parties had been sent out.



Burke and Wills

THE GREAT NORTHERN EXPLORING EXPEDITION



The day after his return Stuart met with Governor Sir Richard MacDonnell. Another expedition was organised. Public interest was keen, even as far away as London, for the newspapers had followed Stuart's progress. The medal awarded to him by the Royal Geographic Society had arrived and was now on public display. There was no shortage of applicants, to the young men it was the chance of an exciting adventure.



"Carclew", built on the site of James Chambers' house at North Adelaide.

In less than a month, after Stuart's return most of the members of the expedition were on their way taking horses with them to Chambers Creek Station. On October 25th they were farewelled at a private luncheon at the home of James Chambers at North Adelaide. The Hon J B Neales MLC called for a toast to their success and said "Many people give you six months to reach the north coast but I know

horseshoes, blankets, hobbles, etc bobbing about as if they had life. One horse broke into a garden and Frew and I rode in to drive him out, when an excitable lady with a very red face appeared on the verandah with a broom in hand and expressed in strong words the pleasure it would give her to brush us down".

All was brought into order again and the cavalcade moved off along the North Road. Stuart and James Chambers accompanied the party as far as an inn on the outskirts of Adelaide, where an unfortunate accident happened. One of the horses got his halter entangled with another and when Stuart went to free it, the horse reared and struck him on the head, knocking him to the ground unconscious. As he lay there, it trod on his right hand, seriously injuring it. He was to spend the next six weeks recovering.

Next day, being Sunday, the party attended church services at Gawler, before continuing north through Auburn, Clare and Melrose through the beautiful Flinders Ranges. According to Auld "Travelling along between Arkaba and Wilpena Pound Station a whirlwind caught us. Two or three horses were carrying riding saddles, the wind made the flaps fly up like wings. I don't know if those horses thought they had been transformed into angels or not but they started off as hard as they could gallop. Frew's horse bucked Frew and saddle off. Many of the other horses followed the would-be-angels into the ranges. It took us two days to collect them again."

They continued on past Aroona, Oratunga to Moolooloo and on to Chambers Creek. The next month was spent with the enormous task organising provisions, jerking (drying) the beef, weighing and packing flour and gear, with two sets of horseshoes for each horse; enough to last ten men and seventy one horses for at least twelve months.

you will have many difficulties to encounter. I give you this day nine months. If you succeed in planting this flag" (holding in his hand a flag made by Miss Chambers) "on the Northern seashore you will have done your work well."

A member of the party Patrick Auld later recounted "After a few more toasts we adjourned to the yards, fixed the bags on the pack horses and mounted. We were loudly cheered by the crowd assembled. Inspector Hamilton said to us 'You hear that cheer boys; do your duty; stick to your leader, and when you return we will give you a cheer that will make your ears tingle.'"

The pack horses were now let out of the yard, each man leading several roped together. Many were wild and only half broken and once let out of the yard as Auld said "They went for a real go-as-you-please, bucking, kicking, squealing, jumping, sending their packs all over the parklands;



The beautiful Flinders Ranges.

Rules for the Regulation of the G. N. Expedition
January 1862

All orders to proceed from the Leader, and during my absence, from the second in command who will be in full charge of the party, and whose orders must be obeyed as if they came from me.

REGULATIONS OF THE GREAT NORTHERN EXPLORING
EXPEDITION, 1862

All orders are to proceed from the leader, and during his absence, from the second in command who will be in full charge of the party and whose orders must be obeyed as if they came from me. I have appointed Mr. Thring third officer, who will take the place of the second officer during his absence.

It is the duty of the officers to see those orders promptly and willingly obeyed. Any disobedience, disagreement or neglect of duty must at once be reported to me.

The officers will see that every man does an equal share of work.

The horses will be under the management of Mr. Thring. No horses are to be abused, kicked or struck about the head. Sore backs etc. to be attended to after unsaddling. No horse to be put out of a walk except from necessity.

Nothing must be taken out of the bags without Mr. Kekwick's knowledge. When anything is used it must be packed up in the same manner as found and returned to the place whence it came.

Each pair of bags to be kept of equal weight. Everyone must be up at break of day, the bed-clothes etc. to be done up and put into their proper places.

Breakfast to be ready at the same time for which half an hour will be allowed. Immediately after the horses will be brought in and unhobbled. The riding horses will be first saddled, and everything belonging to them placed on the saddles.

No one is to leave the line of march without my knowledge or that of the officer in charge. When leaving the camp no one must go without arms and ammunition.

No one is to fire on the natives without orders unless in self defence. When on the march no water to be used from the canteens without permission of the leader.

No swearing or improper language shall be allowed.

No journal to be kept or notes taken.

Saddles are not to be sat upon.

Anyone detached on special duty from camp or on the march must report himself on his return.

No horse to be put out of a walk unless from necessity.

Nothing must be taken out of the bags without Mr. Kekwick's knowledge, and when anything is used, it must be packed up in the same manner

upon them as their own, and did their level best to keep them right. When every horse was packed we would mount. Stuart would light his pipe— he was very fond of his pipe — take a bearing with his prismatic compass, replace it in the case, and start. Then Turpin, the bob-tailed cob would follow close behind, and the others come on, one behind the other, like ducks.”

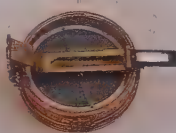
Chambers Creek had once been the furthest outpost, but settlement had rapidly progressed and now Mr Levi's station at Mount Margaret was the last. They arrived there after travelling for a week. Some of the town horses were “knocking up” and looking very miserable; one had died. It was a big worry that they were not of the standard of James Chambers' Cobdogla horses. The party stayed for a few days until a cool change appeared. In order to lighten the loads of some of the weaker horses, a week's supply of provisions and all the greatcoats were left behind — one of the men quitting who had suffered the cold on a previous trip.

They continued on leaving the last familiar faces they would see for many months. A further eight horses had to be left behind at various springs before the end of the month. Stuart reluctantly had to leave more provisions behind at Freeling Springs.

“Orders were given to reduce the rations to 4 pounds flour, 1 pound meat, 1 pound sugar, 2 ounces tea, and ¼ pound tobacco per week. This lasted for five months” Auld recounts “The conversation of the party now consisted entirely in informing each other of the visions we had seen on the previous night. In every case the subject was the same. Dinner parties, going into restaurants and astonishing everyone by the quantities we ate, and then not being satisfied. The food supplies troubled us sorely, and we were at considerable pains to replenish our poverty-stricken larder.” One morning “when called by the ‘doctor’ (the cook) to breakfast, we were horror-stricken when he informed us that the damper had been stolen. He had made that damper, said he and laid it against a tree to cool. Dogs



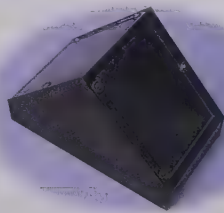
Sextant



Stuart's
Prismatic Compass



Stuart's Telescope



Artificial Horizon

had been heard in the night, therefore dogs were blamed. But their sins found them out. Next night we were all startled by hearing a shot. The man on watch had seen a dog crawling into camp, had fired, and had killed him. That dog was skinned, cut up, and put in the pot and eaten. Some of the men's palates were so sensitive that they solemnly declared they detected the lost damper as they ate. We had imaginative men in our party.”

The weather continued hot, but there were a few showers of rain. When they reached the Finke River they found the “grass quite green and abundant.” There were numerous native fires about. Over the next three weeks the party had several confrontations with the natives but left the area without bloodshed to either side and proceeded on to Central Mount Stuart. The end of March found them past Tennant Creek Attack Creek and then on to the camp of the former journey.

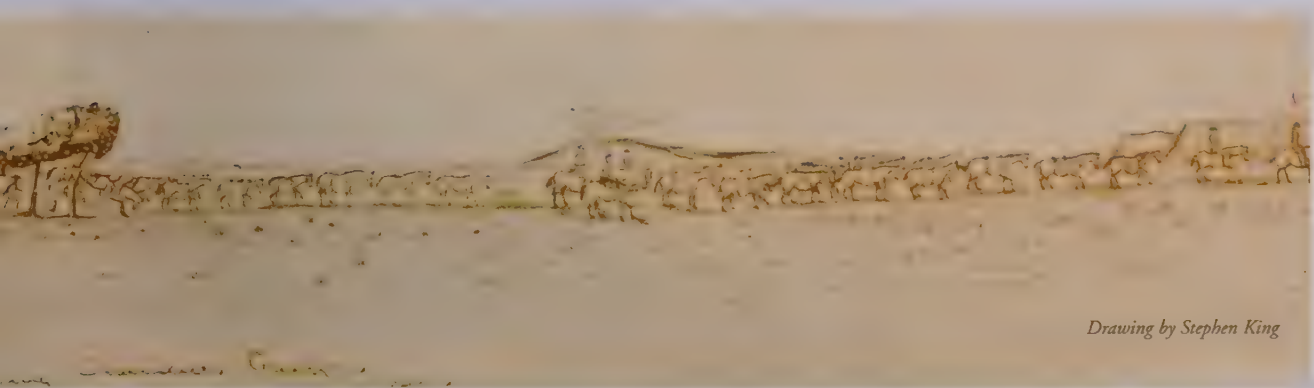
The local natives came by to see the new arrivals and *“all sat down and had a good stare at us, remaining a long time...”*

Newcastle Waters April 7 I shall require to rest my horses here for some days as they are very tired and leg weary, having accomplished the journey from Chambers Creek to this place in three months all but one day.”

Stuart now began where he left off on the previous expedition. *“Proceeded to the top of the Ashburton Range to examine the country, nothing visible but Stuart's immense plains and belts of scrub.”*

Leaving the main party in camp, Stuart with a couple of men, again went on a series of trips, a painstaking examination of the country to find water. The first trip out, they found “Frew's Waterhole” and “Howell's Ponds” and the main party moved camp.

It was hard trying work, but the small party persevered with two day journeys, (the limit of the horses' endurance without water). Extracts from Stuart's journal tell the story:



"thick forest...not seen a drop...Sturt Plain... following the flight of the birds...not a drop...scrub almost impassable..." The plains were hot and waterless and the dense forest was suffocatingly hot and tore clothes and equipment to pieces. On one such trip, the pack horse died.

Auld recounts "We were always very anxious, as may be imagined, for the return of Stuart, and the surmise whether he found water or not was a matter of great concern. Sometimes we could tell a long way off that the party had been unsuccessful, owing to the staggering gait of the horses."

In camp, one monotonous day followed another. Auld continues "One day several natives came into camp, bringing their piccaninnies with them. Kekwick brought out some tape and calico, presented to the expedition by some kind



person for the natives. We had great fun in decorating the youngsters who seemed delighted."

"May 6 Frew's Waterhole...returned to the camp...Yesterday they were visited by a few natives who seemed to be very friendly. Today they have set fire to the grass round about us, and the wind being very strong from the south east it travelled with great rapidity. In coming into camp about three miles back, I and the two that were with me narrowly escaped being surrounded by it, it was as much as our horses could do to get past it, as it came rolling and roaring along in one immense sheet of flame and smoke, destroying everything before it."

They had now been camped for a month and the hard work had achieved very little progress. *"May 11 I am nearly in a fix – my long journey, with the horses unable to do more than two nights without water, and the waterbags retaining only half the quantity in one day's journey; to make the Victoria through the country I have just passed would be impossible. I must now endeavour to find a country to the northward and make the Roper."*

At length Stuart succeeded in striking a chain of ponds running to the north, one of them – Kings Chain of Ponds *"This certainly is a very pretty place...It reminds me much of the Park Land found by Captain Sturt in 1845."* Following a small creek they came to "Daly Waters...in honour of His Excellency the Governor in Chief."

Further attempts north met only with dry plains. *"Followed my tracks back to Auld's Chain of Ponds, and had difficulty in doing so, the ground being so hard that the hoofs of the horses scarcely left any impression on it. This would be a fearful country to be lost in, as there is nothing to guide them, and one cannot see more than 300 yards around."*

"I feel this heavy work, much more than I did the journey of last year, so much of it is beginning to tell upon me." And so Stuart spent two days in camp at Daly Waters "bringing up the plan." Fresh fish were a welcome change of diet. Abandoning further attempts northwest and north, they



Clumps of bamboo

tried to the east. Efforts at last rewarded, they came to Purdie's Ponds and later the River Strangeways and the whole party moved northwards. They were now in country explored by Gregory. It appeared to have a large native population and they were followed for a time. The grass was above their heads in places and different plants and trees were seen.

Stony rises and deep gorges created problems with the horses, but the extreme water shortage was over.

"June 27 West Roper River...It is a splendid river...and the country could not be better...it is simply magnificent." A lost horse was found bogged in a creek, but another was drowned in a deeper channel and to eke out rations, the meat was cut up to be dried. *"We are all enjoying a delightful change of fresh meat from dry. It is a great treat."*

"July 8...came upon another large creek...Timber, melaleuca, palm and gum... This I have named the Katherine, in honour of the second daughter of James Chambers Esq." *"The view was beautiful,"* Standing on the edge of a precipice, they were overlooking a deep creek with stringy bark trees, gums and the elegant fan palms, fifty feet high; their leaves resembling an immense feather; the gorge in the distance.



Katherine River

"July 12 *The Mary, Adelaide River...had great difficulty getting the horses across, the banks being so boggy.*" They stopped for a day to shoe the horses; the grass all burnt. Clumps of bamboo from fifty to sixty feet high were now a feature and they saw kangaroos and "new birds"... "some of them with splendid plumage."

The marshy terrain and detouring around boggy patches was frustrating and mosquitoes made their nights a misery. Lunar observations told Stuart of their proximity to the coast – *"I did not inform any of the party, except Thring and Auld that I was so near to the sea, as I wished to give them a surprise on reaching it...Crossed the valley and entered the scrub, which was a complete network of vines. Stopped the horses while I advanced a few yards to the beach and was gratified and delighted to behold the water of the Indian Ocean in Van Diemen's Gulf before the party with the horses knew anything of its proximity. Thring who rode in front of me called out 'The Sea' which so took them all by surprise and they were so astonished, that he had to repeat the call before they fully understood what was meant...they immediately gave three hearty cheers...I dipped my feet, and washed my face and hands in the sea, as I promised Governor MacDonnell I would do if I reached it...After all the party had some time on the beach, ... I had my initials cut on a large tree (JMDS)...Thus have I, through the instrumentality of Divine Providence, been led to accomplish the great object of the expedition."*

Next day (July 25) they "selected one of the tallest trees, stripped the lower branches and fixed the flag" that they had carried over two thousand miles. The ceremony took place exactly nine months after leaving Adelaide.

The long journey back now began, contending with mosquitoes, bogged horses and stony rises. Further on, the



natives set fire to the grass near them. The party traded fish hooks, staying ever vigilant in case of attack.

"August 5 *The Katherine. It was as much as I could do to sit in the saddle this distance.*" Stuart was ill. The journey of late had been rough and stony and so they stayed the weekend "resting horses." It was frightening to see how rapidly the water had dried up, since they were there last. Stuart dare not stay longer and so several of the weakest horses had to be left behind. *"I have had all the saddlebags overhauled and shall leave everything we can possibly do without – even boots and clothes."* This included Mr Waterhouse's meticulously collected botanic specimens.

"August 15 *I was seized with a violent pain...It darted through my body like lightning...I had to halt the party, and was lifted from the saddle completely powerless; I thought my career in this world was coming to a close ...I had got mixture of laudanum and other strong aromatic tinctures, had it sought for and took a strong dose..."*

The years and months of inadequate food and gruelling work now told on him. Stuart was very ill with scurvy, his teeth loose, and gums so painful, he could hardly eat,

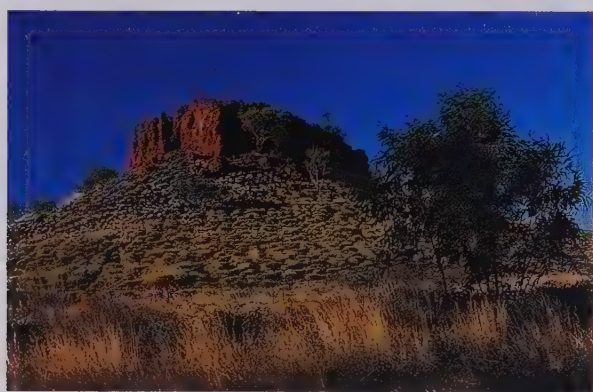


travelling by day was torture and his sight was affected. *"Even though the moon is full and shining bright and full to others, to me it is darkness. I am now quite incapable of taking observations at night."* He was thankful his health had held until reaching the ocean.

Thring and King (being the best bushmen after Stuart) now went ahead scouting for the main party.

"August 25...arrived at Daly Waters...Got all the weak horses through, which is more than I expected."

"August 30 Newcastle Waters Once more have I returned, if I may so call it, into old country again...we were again visited by our black friends...One of the natives was an amusing little fellow...He imitated every movement we made, and burlesqued them to a high degree, causing great laughter to his companions and us."



Lubras Leap

Auld writes "On 4 September we started at six forty a.m. and proceeded to the Hawker, but there was no water in it. Thence we went to Watson Creek no water; thence to the Powell, Gleeson, and numbers of others that had water in them last year, but not a drop now. At six forty-five p.m. we arrived at our old camp; still no water, although there was a large deep hole when we were there before. We had to watch the horses during the night to prevent them from straying. Next morning we started at five forty for the Hunter. The horses looked wretched, and the party were showing those signs that only thirst can produce... a clump of trees looked greener than others. Thring rode to them, and no one but those who have experienced it can imagine the thrill that ran through every one of us when the magic word WATER was heard... enough water for us in a long stone trough. It seemed as though a kind Providence had left it for us...all hands were most grateful and dear old Kekwick went on his knees, and with tears in his eyes fervently thanked God for this great blessing."

Another time, the horse Bally "suddenly put on a pace as though he were entered for a walking match. Turpin, Black George and Lushing Tom followed suit. Our hopes were

raised..."Bally knows" was exclaimed...and we were delighted to find an abundant supply."

"Stuart was now nearly helpless. He could not walk without assistance, had to be lifted into the saddle, and when we camped lifted off again and carried to his bed made under the shade of a tree. His feet and legs were very much swollen and quite black. Not one man in a hundred would have gone through the excruciating pain poor Stuart now suffered when in the saddle. We all had a very anxious time, and were afraid that our leader would succumb."

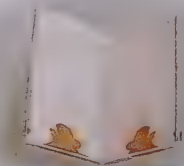
"September 10 The Burke...I am very doubtful of my being able to reach the settled districts. Should anything happen to me I keep everything ready for the worst- my plan is finished, and my journal brought up every night, so that no doubt whatever can be thrown upon what I have done. All the difficult country is now passed, so there is no danger of the party not finding their way back should I be taken away."

The extreme dryness of the season and scarcity of water made progress very slow. In some of the creekbeds, they dug down six feet (nearly two metres) to obtain enough water for all the horses.

While the small advance party went ahead scouting and digging for water, the main party camped for nearly three weeks at a pool on the Taylor until further supplies were located. The natives there were very reticent and could not be coaxed nearer. Early one night they set fire to the spinifex, *"calling out most lustily at the top of their voices...the scene was very pretty, in fact grand; in the foreground was our camp equipment with the party armed, ready to repel an attack; on the opposite side of the creek was a long line of flames, some mounting high in the air, others more humble kept at a low flickering light; in the midst of the flames the natives appeared... like so many demons dancing...the old man seemed to be performing some mysterious spell...turning and twisting his body and legs and arms into all sorts of shapes...at last they and their fire reached the waterhole."* The natives then rushed down to it and filled their troughs and bags. The elaborate enactment was *"apparently to keep us quiet and render us powerless while they replenished their water"*. They then went off and camped.

By the end of October, the explorers had passed the Centre and one afternoon Stuart was so ill, he could go no further. As well as Auld (who was caring for him) he kept King and Nash there too *"in case of my dying during the night, as it would be lonely for one young man to be there by himself."* He spent a dreadful night and next morning they rejoined the party. Auld said "Stuart was lifted off the saddle more dead than alive.

A horse was killed, and Kekwick and the cook made some jelly...Now with deference to city cooks, I don't believe there ever was such jelly as that and the effect it had on Stuart was magical...We set to work to construct an ambulance, McGorrerey the blacksmith making the ironwork from horseshoes. This answered splendidly, and we carried Stuart...a distance of over 400 miles."



Lunar Observation Book

By mid November they had reached the South Australian border (as it was then). Hot north winds greeted them. "Thanks be to God, I am once more within the boundary of South Australia, what I little expected about a fortnight ago."



Mound Springs

"Bagots Range...arrived at the large waterhole and found it very low indeed; a great number of dead fish all round it...this waterhole does not seem to have received any water for the last two years. The water being old and stagnant, I am afraid will make us ill; we have already been suffering much from stagnant



Moolooloo

waters we have been compelled to use. I however must give the horses a day's rest to enable them to do the next and last push, nearly a hundred mile to the first springs."

Coming across some horse tracks, Stuart thought it might be a search party looking for them, as they were overdue, but soon realised it was the "knocked up" horses left on the way.

They reached Mr Jarvis's station on 26th November and received a great welcome, resting there for a couple of days. Stuart continued on with Auld, King and Billiat; Mr Kekwick given command of the party, to follow when the horses had recovered.

The returning explorers received a hearty welcome from the station people along the way and met Mr John Chambers who accompanied them to Moolooloo. They then went on in the mail coach. Stuart sent a telegram from Burra:



Burra Telegraph Office

Koorunga Station

16th December 1862

John McDouall Stuart, Commander of the South Australian Great Northern Exploration Expedition, To Hon. Commissioner of Crown Lands, Through you I beg to inform His Excellency the Governor-in-Chief and the Government that I have accomplished the object of expedition party behind all well I will be in by the evening train tomorrow.



Concern for Stuart's party had gripped the city. The remains of Burke and Wills had been brought to Adelaide, prior to a public burial in Melbourne. John McKinlay had continued on after his search for them, crossing Australia to the Gulf of Carpentaria and had returned by ship.

Now the enthusiasm that greeted Stuart would not have been greater, had they just returned from the moon. The station at North Adelaide was packed with people and he was cheered and applauded. After a welcoming speech, Stuart, still unwell, went off by carriage and pair to the Chambers' house at North Adelaide. The triumphant homecoming was tinged with sadness for Stuart because James Chambers had died in August.

He closed his journal by thanking those concerned and saying *"The original promoters of my various expeditions, Messrs. James Chambers and Wm. Finke, have always shown the most lively interest in my success, to which they cheerfully contributed. How much I regret the unexpected decease of the first named gentleman I need here hardly state, for he was indeed heart and soul in the result, and no one would have felt so proud of my success as my much lamented and best friend James Chambers."*

The procession through the streets of Adelaide on 21st January 1863, drew crowds that had never before been seen in Adelaide. People came from far and wide, the streets were hung with tartan and bunting and posters had appeared in public places:

The procession (with the party all in their patched bush clothes and leading pack horses), terminated in front of the treasury building where Governor Dominick Daly and Lady Daly waited with other dignitaries.

Stuart presented his report and a copy of his journals. Many congratulatory speeches followed.

Festivities continued in the evening with a magnificent banquet, lasting far into the night.

JOHN McDOUALL STUART known as THE KING OF EXPLORERS

John McDouall Stuart was born in Dysart, Scotland in 1815. He arrived in South Australia in 1839, when Adelaide was little more than tents and huts. A civil engineer by profession, he worked as a surveyor in the new Colony, remaining a bachelor all his life. His first exploring experience was with Captain Sturt.

Stuart's explorations led to the annexing of the Northern Territory to South Australia by Britain, the route for the Overland Telegraph line and opened up vast tracts of land for pasture. His courage and persistence, discipline, careful judgement with superb bushmanship and his skill in navigating took him and his companions many thousands of miles into unknown territory and back again with no lives lost. He was very humane, both in regard to his companions and to the Aboriginal people he encountered. After the last journey, Stuart never recovered. The years of inadequate food, bad water and enduring hardship had aged him and ruined his health. His eyesight was failing from solar observations and his right hand disabled. He had worn himself out in his country's service.

For being the first to cross the continent from sea to sea, he was awarded the £2000 prize, which he invested, but it was an inadequate retirement income. His requests to the South Australian Government for remuneration fell on deaf ears. He was expected to work as a surveyor as he had before the expeditions. Eventually a further £1000 was paid to him; still not enough to live on.

The fanfare was over. A lonely, solitary figure, he sailed for London to publish his journals. In Glasgow, he was to speak at a reunion, but "his eyesight and

memory were so far gone that he was unable to compose a speech or even to recollect many of the incidents".

Stuart lived at the home of his sister in London, until his death in June 1866. He was buried at Kensal Green Cemetery, the final resting place of those who aspire to greatness.

Ob Terras Reclusas.

STUART

DEMONSTRATION,

ON WEDNESDAY, JANUARY 21, 1863.

ORDER OF PROCESSION.

Head of Procession to face South.
BAND.
MAYOR and CORPORATION.
OTHER CORPORATE BODIES.
MEMBERS of the GOVERNMENT and
PARLIAMENT.

STUART and PARTY.

Cavalry

BAND.
VOLUNTEERS.
MANCHESTER UNITY.
LONDON ORDER.
FORESTERS.
DRUIDS.
RECHABITES.
GERMAN CLUB.
CITIZENS on FOOT.
CARRIAGES.
HORSEMEN (Four Deers).

Horse Police
Four Abriant

Lieut.-Colonel FINNISS will be in Command of the
Procession, assisted by Major MAYO.

ROUTE.

Procession to meet at North Adelaide, at the
junction of O'Connell-street and Barton-
terrace,
At HALF-PAST ONE p.m. Sharp,
So as to move off at TWO p.m. precisely, as
follows:

Down O'Connell street, Ward-street, Jeffcott-street, to pass the
House of the late JAMES CHAMBERS, Esq., down Pennington-
Terrace, up King William-street to the Government Offices; when
Mr Stuart and Party arrive opposite the Treasury

THE PROCESSION WILL HALT!

"THREE CHEERS!"

Mr. STUART will then present his Despatches to His Excellency
Sir DOMINICK DALY. The MAYOR of ADELAIDE will read an
ADDRESS to Mr. STUART, to be followed by the ADDRESSES
of the various PUBLIC BODIES. The Procession will then disperse.

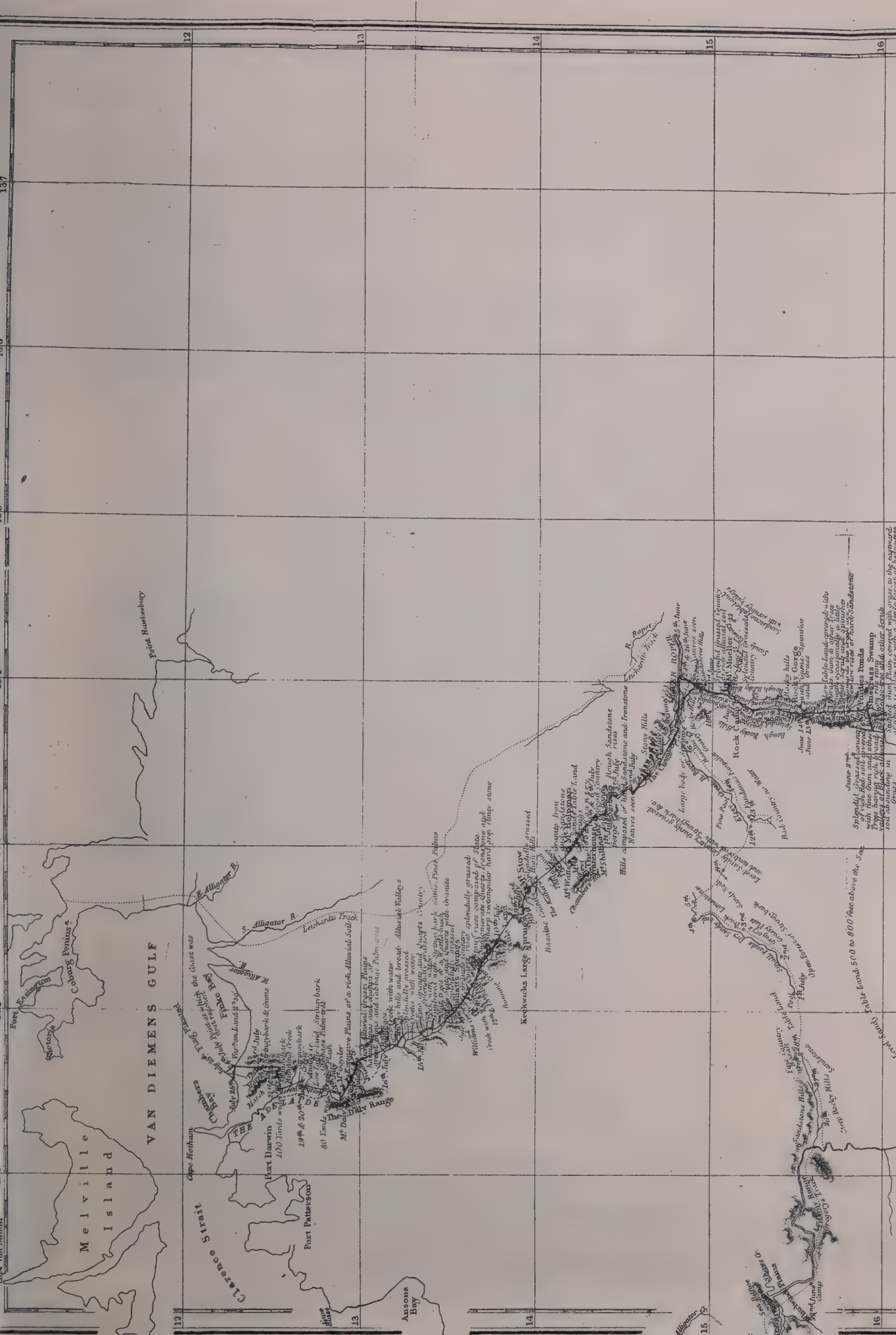
NOTE. Gentlemen who have positions assigned them in the Procession,
unless punctually in attendance at the time of starting, will have to take
their places in the rear.

N.B.—Banquet at Aldridge's, at 7 p.m. His Excellency the Governor
in the Chair. W. A. CANTHORNE, Hon. Sec. Procession Committee.

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PLAN
of the
DISCOVERIES
of
JOHN McDONALD STUART
AUSTRALIA



THE OVERLAND TELEGRAPH LINE Port Darwin to Port Augusta

Building the Overland Telegraph Line was an enterprise of epic proportions. A single wire crossing Australia 1800 miles (3200kms) north to south through country largely unknown.

It was to connect the few telegraph lines in Australia with an undersea cable linking into an international network. It would mean the end of communication isolation. News would be received in a few hours, not in three months time when the mail steamer arrived.

In 1870 discussions on possible telegraph line routes had been taking place for the past fifteen years between the British Australian Telegraph company and the Colonial Governments. There were various propositions. To bring the cable from Ceylon to Albany in Western Australia was one. Another (which was most favoured) was from Java to Darwin and then overland to Burketown near the gulf of Carpentaria in Queensland. The Queensland and New South Wales Government were extending their telegraph system to terminate at Burketown in anticipation.

The prospectus drawn up by the British and Australian Telegraph Company, as well as laying the cable from Java to Darwin, included constructing the telegraph line overland to Burketown. Sanction was then sought from the South Australian Government as the line would pass through the Northern Territory (then part of South Australia).

The South Australians had long entertained ambitions to secure the overland telegraph route. They were aware of the immense economical and political advantages of the line terminating in their territory. It would also be means for settlement of pasture country in the north. Stuart's explorations with the £2000 reward offered had been for this very purpose.

Competition evoked bold action! They replied by offering to build the line to Port Augusta, relieving the Company of the cost. A Bill was rushed through the South



The ceremonious erecting of the first pole was a gala day for the population of Darwin (50). Miss Harriet Douglass, daughter of the Governor's Resident tamped down the soil; with a polished wooden rammer.

Australian Parliament in June 1870 authorising funds of £120,000 to construct a telegraph line from Port Darwin to join lines at Port Augusta.

The Queenslanders were outraged. They responded with a counter offer pointing out the advantages of building the shorter route versus the absurdity of the South Australian scheme over huge tracts of little known country that had been crossed only once. Most of it contained no timber, little feed for horses and doubtful water supplies. The idea was incredible.

It was a political triumph for the South Australian Government, however, and they assumed sole responsibility for construction and maintenance of the overland line. It was to be operational by the time the submarine cable reached Australian shores by 31st December, 1871. If not finished on schedule, penalties would apply for every day thereafter.

The project was immense. Charles Todd, telegraphic superintendent who had estimated the cost, was in charge. "I fully realised the vastness of the undertaking" he said "but the short space of time allotted to me, only 18 months, greatly increased my difficulties. Need I tell you how many sleepless nights and anxious hours I have spent as all these apparently insuperable difficulties stared me in the face. How eagerly I read Stuart's journals and with what feelings I tried to realise all I had to contend with."

Todd divided the construction into three sections. Northern and southern to go to private contractors and the least known, most inaccessible central section was to be constructed by government parties. He supplied meticulous instructions to the Overseers of the working parties, detailing the work and all contingencies.

A flurry of activity began in



Left to Right: J A G Little (Darwin Post Master), R C Patterson, Charles Todd and A J Mitchell (Surveyor)



Supply ships on the Roper River

Adelaide with harnessmakers, cartmakers and timberyards striving to complete orders.

John Ross with an exploring team travelled north to the Centre to select the best route and explorer Benjamin Babbage advised on vital water supplies and geographical features on the southern section.

A massive movement of men left Adelaide – surveyors, labourers, linesmen, carpenters and contract carters. Transport was crucial. Everything was carted over a roadless and often waterless country. There were horses, bullocks and carts loaded with tools, tents and provisions for many weeks. Three thousand wrought iron poles (nineteen feet long), most of the wire, batteries, insulators and other equipment were imported from England. Two camel trains in the care of Afghans and the store contractor with two thousand ration sheep joined them. Later Doctor Renner and Doctor Rix were appointed as surgeons.

Contractors Joseph Darwent and William Dalwood arrived at the remote northern outpost Darwin on the ship SS Omeo fully laden almost to its bulwarks with 80 men, horses, carts, bullocks, hay and equipment.

The line was to be constructed in “a most substantial manner and the poles are to be placed not fewer than 20 to the mile.” Work continued six days a week with a break in the hottest part of the day. They toiled over gibber plains, sand hills, stony deserts and in the north through dense vegetation. Often temperatures would exceed 100°F (40°C) and tools put down in the sun would be too hot to handle. The track route was surveyed and cleared of vegetation. Poles were cut by hand and dropped along the track. Holes were dug by hand, poles erected and wire strung. It was tough, unrelenting work. Sometimes if a tree was close to the line, it would be topped to regulation height and used where it stood. The enterprising use of two poles scarfed together to make one was also used. Angle poles were strutted with an extra pole for strength. Lightning conductors were added in the Darwin area. Tinned bully beef was the mainstay of a monotonous diet and lime juice prevented scurvy.

The southern and central sections were progressing on schedule. Ross’s exploring party had climbed Central Mount Stuart where they located the cairn of stones build by Stuart and Kekwick ten years earlier. They found the bottle with the

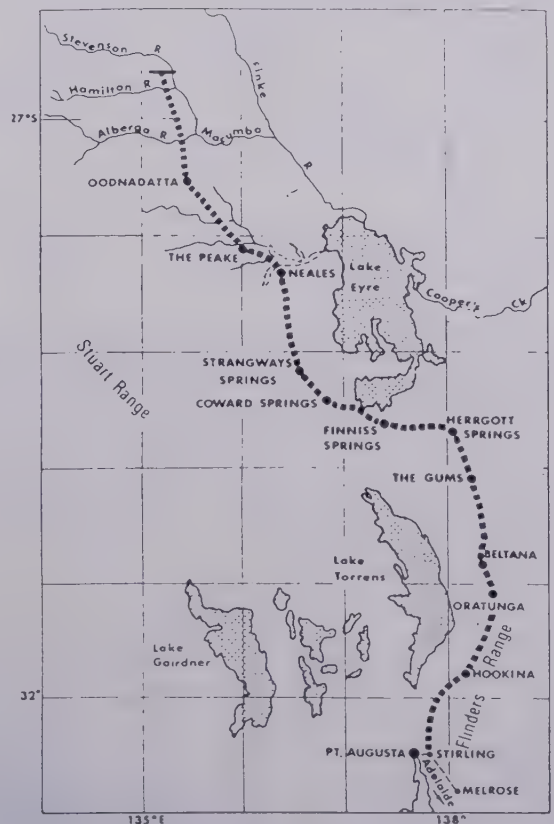
note, took it back and passed in on to Todd.

The northern section too made substantial progress until November. Then came the wet season. The rain poured down, up to ten inches a day. Dry rivers became raging torrents. The ground turned to swamps. Animals floundered; some drowned. Carts were bogged. Fresh supplies could not get through the floods. The humid weather sent food bad and weevils rampaged through the flour. Telegraph line holes filled with water as soon as they were dug. The men became fed up and on 7th March the first industrial strike in the Northern Territory occurred. By mid March Overseer McMinn warned the contractors that work was

unsatisfactory.

On his next visit he found work at a standstill from lack of supplies. Although replenishment depended on good weather, which would soon begin, McMinn panicked, cancelled the contract and declared the work would be completed by government contractors. He sailed for Adelaide in the supply ship *Gulnare*, his actions putting the whole line project in jeopardy.

Thus it was that the best weather of 1871 passed without any more poles being erected on the northern section. Todd joined in frantic consultations in Adelaide. Robert Patterson, Resident Engineer of Railways was appointed to lead the new government team.



Southern Section. Private Contractor Bagot supplied his own men and timber at £41 per mile. The contract was completed on time.

An additional 200 men, 170 horses, 500 bullocks with more plant and equipment arrived by ships in September and early October. They should have gone to the Roper River, close to the work site, but politics dictated landing at Darwin to increase prosperity there. Land had been subdivided for sale. It was hoped land sales would help finance the Overland Telegraph Line.

To add to Patterson's frustrations, unloading work was delayed by a mutiny on the Himalaya. The country was bare of feed after the long dry season and there was a shortage of water. Many of the bullocks were landed in a very weak state and died soon afterwards.

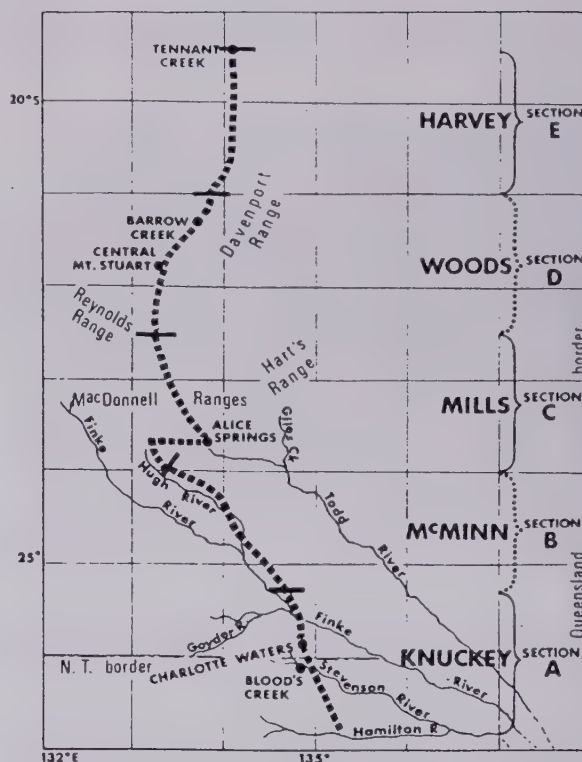
Patterson divided the work into four sections with three working parties completing the most northerly sections leaving an option for the last section to be carried by pony express, if necessary. Work progressed slowly because of the effort in locating water.

The beginning of November, with time running out and the wet season fast approaching, Patterson sent word via the Queensland telegraph line, for more reinforcements. He was most despondent and noted in his diary "flies and mosquitoes are unbearable. I am utterly weary of the whole thing. Can see nothing but blackness and suffering ahead."

Meanwhile, lying in harbour at Port Darwin Bay were the company ships Edinborough, Hibernia and Investigator. The shore cable was landed on 18th November 1871. The following day Australia was linked to the international connection and was in touch with the rest of the world.

Darwin received the first memorable message. "Advance Australia" Captain Halpin of the Cable Fleet sent to Captain Douglas the Governor's Resident. "I have the honour to announce to you in the name of the Telegraphic Construction and Maintenance Company, that we yesterday completed perfect submarine cable communication with Java, the Mother Country and the Western World. May it long speak words of peace".

By now the southern and Central Sections were substantially advanced and well on the way to completion. But panic and chaos reigned in the north. Penalties of £70



The Central Section constructed concurrently by 5 Government working parties. One party travelled for 8 months before reaching the work site.

per day were looming. The northern section was far from finished.

"A wet season of remarkable intensity was upon them." Todd said soon after. "Very severe stock losses were sustained." Over twenty inches of rain fell in December.

To add to their troubles, the Queensland Superintendent of Telegraphs had struck out publicly and published letters in several of the other colonies' newspapers. He poured scorn on the impractical route of the telegraph line and urged that it be abandoned.

On the day the contract expired, there were still over 300 miles to be completed. By the end of January, Todd was at the Roper River bringing good cheer and confidence as well as more manpower, horses, bullocks and equipment.

It was April before construction on the northern line could be resumed. Meanwhile, the Central parties were continuing poling northwards.

On the 22nd May, Todd sent the first trans - Australian telegram from Darwin to the temporary station on the Elsey. Knuckey then rode with it across the long gap to Tennant Creek where it was telegraphed to Adelaide. It was received nine days after it was sent.

By June the northern section had reached Daly Waters. A pony express was organised to carry messages over the now rapidly diminishing gap in the line of 260



Heaving the cable ashore at Darwin



Alice Springs Telegraph Station

miles. Then the cable failed between Java and Port Darwin. There was no more talk of compensation.

Finally on the 22nd of August the two ends met near Frew's Ponds. It was joined by Patterson. He said "Adelaide was in communication with Darwin. It would have been with England, had the cable not broken down."

Todd, returning overland to Adelaide was at Central Mount Stuart. By evening he was inundated on his portable relay set with congratulatory messages from governments, foreign consuls and well wishers from all over the Colony. It was a bitterly cold night and an exuberant Todd called for hearty cheers from his companions. He said "No line passing through a similar extent of uninhabited country, where the materials had to be carted over such long distances, no line of equal length and presenting similar obstacles has been constructed in the same short space of time."

In Adelaide, the town hall bells were rung, flag poles decked with bunting adorned the GPO and the clerks were given a holiday for the afternoon. "This great work, the greatest ever accomplished in the Australias is now complete and we have received the first message right through from Palmerston to Adelaide." reported the Adelaide Advertiser on 23rd August 1872.

There were eleven telegraph repeater stations set up along the line to boost the morse code signal as it faded over



Telegraph Operator

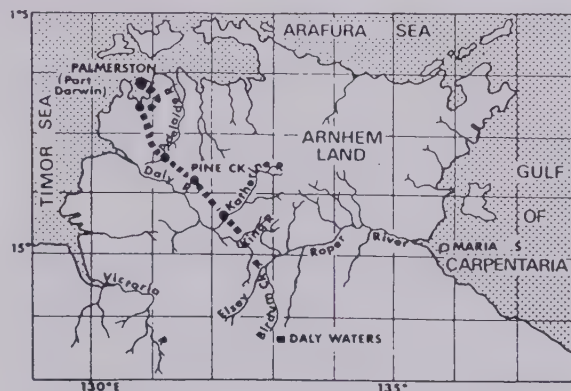
distance. They were located at Beltana, Strangeways Springs, The Peake, Charlotte Waters, Alice Springs, Barrow Creek, Tennant Creek, Powell Creek, Daly Waters and Yam Creek. They were staffed by a stationmaster, up to four operators and a linesman to repair line faults.

It was two months before the cable was repaired. On 22nd October 1872, the first of many messages between Australia and London traversed the lines.

In the first year of operation there was a bumper wheat harvest. Being in touch with world markets greatly benefited the community.

Undoubtedly the Overland Telegraph Line with its road/stock route wending North and the telegraph repeater stations, greatly facilitated settlement of Central Australia and the Northern Territory.

In later years the news of the sinking of the Titanic and the start of the Boer War was relayed through the Overland Telegraph line.



Northern Section, part of Darwent and Dalwood's Contract



Northern Section, (Completed by Government parties)

THE GREAT NORTHERN RAILWAY A Hundred Year Dream

The Vision to build a transcontinental railway from Adelaide to Port Darwin began in the 1870s. The first contract for the Port Augusta to Government Gums (Farina) section was built by British tradesmen with Chinese workers, indentured to the Victorian Government, because of acute labour shortages. Its purpose was to service the mineral, pastoral and wheat areas of the northern Flinders Ranges. The 1870s were boom times

The railway reached Quorn in 1879, Hawker in 1880, Beltana in 1881 and Farina in 1882. The track was extended to Hergott Springs (Marree) in 1882. Extensions northwards to Oodnadatta were built under a State government unemployment relief scheme.

Hergott Springs to Coward Springs opened in 1888, William Creek and Wirrina in 1889 and then Oodnadatta in 1891. Oodnadatta became the railhead, transshipment centre for the Afghan Cameleers, the camels transporting supplies to the isolated north. Gold had been discovered in the MacDonnell Ranges. Drought and depression hit in 1884 and the railway went no further.

Meanwhile the northern railway was constructed from Darwin to the goldfields at Pine Creek again built by Chinese labour. It was eventually extended to Katherine in 1917 and Birdum, south of Larrimah in 1929.

The Northern Territory was transferred from South Australian administration to the Federal Government in 1911. Part of the agreement stated that the transcontinental railway would be completed; however technical details omitted were "when" and "over what route".

In 1927 the railway was extended. For economy and haste, railway sleepers were laid on top of the ground with no formwork; the construction gangs enduring hardships of the hot parched land and tentlife.

Amidst great excitement, the first train reached Stuart (Alice Springs) in 1929. It was 5 hours late, It brought an end



The bridge repaired

to an era - the supply route for the cameleers and in honour of the men it replaced became known as the Ghan.

A journey on the legendary Ghan would take anything between 3 days to 3 months to complete. Washaways were a problem after rain. Overnight, dry creeks would be running "bankers", sweeping large sections of the track away. On one such occasion, the engine driver shot wild goats to feed his passengers.

During the war, the railway filled the gap of transporting troops and hundreds of tons of supplies to the northern shores. In the summer, the train driver and fireman endured incredible temperatures in the engine. Troops travelled in converted cattle trucks, up to 30 trains a day and then overland by road from Alice Springs to Larrimah. The North Australian Railway, from Birdum to Darwin, increased its once weekly service to upwards of 147 trains a week at the peak of operations.

As late as 1967, there were washouts on the old Ghan line and sections would still be traversed as slow as 20ks per hour because of the condition of the line.

Both sections of the narrow gauge line no longer exist. In 1976 the North Australian line closed and in 1980 the Central Australian line was replaced by a new standard line via Tarcoola.

\$3,000,000 was committed by the Commonwealth Government to survey the line in 1993. Surveying is now completed; hydrological survey still to finish. The Northern Territory Government is developing Port Darwin. In Tennant Creek, the townsfolk got into the swing of things with their Grand Opening of the Railway Station. It didn't bother them that there are no railway lines.

The Vision continues...



Wash-A-Way

GREAT RAIL JOURNEYS



THE GHAN

Experience the legend

ADELAIDE - ALICE SPRINGS - ADELAIDE



Why not give your family an unforgettable memory with a Holiday Class journey on The Ghan.

Experience 20 magical hours venturing deep into the mysterious Red Centre. Sit back and relax as red sandhills, the searing Simpson Desert and ancient mountain ranges glide past. At the same time satisfy the whole family's holiday appetite in Matilda's Restaurant, relax in our lounge

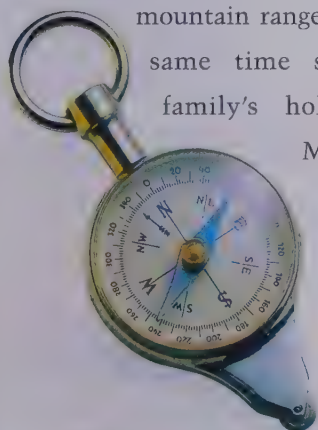
car and then settle down for a peaceful night in a private Holiday Class sleeper.

MOTORAIL

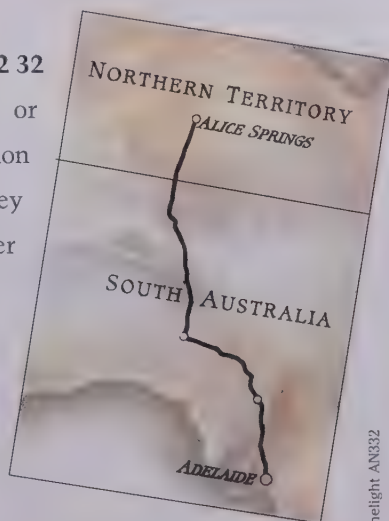
Let some one else do the driving.

Why start your holiday with the hassle of a long drive? Put your car on The Ghan. Your whole family will arrive relaxed and refreshed, ready to explore the sights of the Red Centre.

Telephone **13 22 32** for bookings or more information on a trip they will remember for a lifetime.

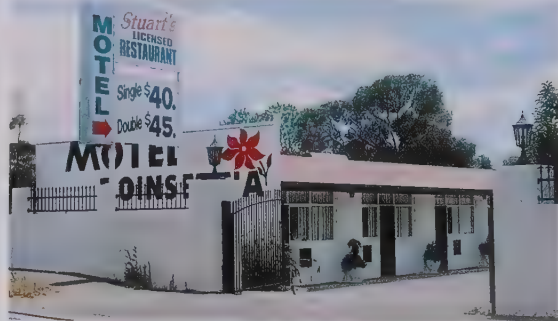


Australian National



LimeLight AN332

PORT AUGUSTA CROSS ROADS OF AUSTRALIA



STUART'S POINSETTIA MOTEL & RESTAURANT

Hi-Way One, Port Augusta

Telephone (086) 42 2411

Fax (086) 41 0822

The best value in town!

\$45 Double

\$40 Single



FLINDERS HOTEL/MOTEL

39 Commercial Road, City Centre

Telephone (086) 42 2544

Fax (086) 41 0589

30 Comfortable air conditioned units, centrally situated in the main city shopping centre. Restaurant and Counter Meals.

Pokies, Keno, Sky and SBS. Open 7 Days



FAUNA CARAVAN PARK

★★★★☆ RAA

Holiday Units and Cabins with Ensuite, A/C, Colour TV and Microwave.

Shady drive through sites

Free BBQ and Solar Heated Pools



Corner Highway One and Stokes Terrace, Port Augusta

Phone
(086) 42 2974

PORT AUGUSTA

Gateway to the Outback and the North, Eyre Peninsula and the West and doorstep of the Flinders Ranges; the City of Port Augusta is the major shopping and commerce centre. It is an oasis with parks, lawns and trees. Picnic and BBQ facilities are convenient. The Water Tower Lookout, Matthew Flinders Lookout and McLellan Lookout present spectacular views.

Wadlata Outback Centre, as well as tourist information, provides a wonderful insight into the Outback origins with the Interpretive Display. The exhibits come to life with sound, pictures, video and hands on displays. Relive Aboriginal Dreamtime and the pioneer experiences. Try using the old telegraph or pedal radio. See modern mining methods. There is plenty to keep adults and children alike intrigued for an hour or two.

While in outback mood, the School of the Air is open to visitors at 10am and the Royal Flying Doctor has tours 10-12 and 1-3pm. Other attractions are the Homestead Park Pioneer Museum, Curdnatta Art and Pottery Gallery and the Australian Arid Lands Botanic Gardens.

Port Augusta was once a thriving port and centre for the wheat and pastoral industries. It was the starting point for supplies for the Overland Telegraph Line and the Great Northern Railway.



Akurra the Rainbow Serpent

Today Port August plays host to many on route visitors and is an ideal base for day trips.



PORT AUGUSTA POWER STATIONS

Telephone (086) 42 0666

Free 1 hour duration conducted tours commencing at 10.00a.m., 11a.m. and 1 p.m. each weekday, excluding Public Holidays.

(Fully enclosed footwear must be worn for safety purposes - children under the age of 6 years are not permitted on the tours).

Access to the Bush Tucker Walk and free electric barbeque through arrangement with the Tourist Guides.

Large groups should make prior bookings



PASTORAL HOTEL

17 Stirling Street, Port Augusta

Telephone (086) 42 2818

Fax (086) 41 0948

Looking for good tucker? Then come to the Pastoral.

Choice of dining room, lounge/bistro, counter meals.

Great daily specials.

Pokies, Keno and Galaxy Sports Channel for your entertainment.

Accommodation.

Sip'N'Save.



MYOORA HOTEL

10 Eyre Highway, Port Augusta

Telephone (086) 42 3622

Fax (086) 42 2857

Modern air conditioned units with direct dialling and colour TV. Close to shops. Short walk to beach.

Fully licensed A La Carte Restaurant with Italian Cuisine Friday and Saturday nights.

THE FLINDERS RANGES

QUORN

A scenic drive through the Pichi Richi Pass from Port Augusta leads to the picturesque town of Quorn. Stone heritage buildings reflect the old world character, whilst all modern facilities are provided. Wheat crops are the mainstay of the region, followed by wool.

Quorn was a hub of activity in the early days with the building of the "The Great Northern Railway", being the junction of the north/south and east/west railway lines. The craftsmanship of the Welsh and Cornish stone masons and Chinese workers can be seen in the attractive railway bridges and dry stone walling embankments in the area.

A town walk leaflet noting the origins of the many fine buildings can be picked up locally and the Pichi Richi Railway runs regularly on special days between April to November.

Spectacular scenery, wildflowers and birdlife can be seen by exploring further afield. There are many walking trails. Local guided tours provide an option to see breathtaking scenery not readily accessible. Further information is available from Quorn Tourist Information Office in Seventh Street.



Kanyaka ruins was once the hub of a prosperous station of 240 square miles and housed many families.

The first owner, 24 year old Hugh Proby was swept from his horse and drowned while crossing the creek after heavy rain. His family shipped out a 1½ ton memorial stone from England which was hauled to his gravesite by bullock team. Some time later, during its hey day, Kanyaka ran more than 40,000 sheep and employed up to 70 men. Drought however brought devastation.



QUORNUCOPIA TOURIST EMPORIUM

Railway Terrace, Quorn
Telephone (086) 48 6282

THE BIGGEST GIFT SHOP IN THE OUTBACK!

All sorts of interesting items.
Open every day

HOLIDAY COTTAGE BOOKINGS - Telephone all hours.



INTREPID TOURS 4WD ADVENTURES

P.O. Box 31, QUORN Telephone (086) 48 6277

Daily Tours. Ex Port Augusta/Quorn.

Half day, Day Tours to Wilpena and Central Flinders Ranges,
Depot Gorge and Mount Arden.

Spectacular Views in inaccessible country!



OLD WILLOWS BREWERY RESTAURANT

Pichi Richi Pass (Between Port Augusta & Quorn)
Telephone (086) 48 6391

The finest in innovative Australian Cuisine in beautiful historic old stone brewery. Fully licensed or BYO. A la carte menu, light lunches, morning and afternoon teas. fully air conditioned. Open fire in winter.

B & B ACCOMMODATION.

Lovely big stone home with all comforts situated in Quorn.

THE FLINDERS RANGES



Spectacular scenery of the Flinders.



**PICHI
RICHI
RAILWAY**



YOUR JOURNEY

Join your train at Quorn, once a major junction for trains. It has a typical South Australian ground-level platform and a unique station building with Spanish baroque architecture. As the train whistles at the first road crossing, observe the Old Mill landmark and look for Devil's Peak in the distance.

Next to come into view is the Pichi Richi Railway Workshop-Museum, where the classic collection of former SA Railways and Commonwealth Railway narrow gauge rolling stock is restored and maintained.

An old lime kiln may be seen as speed gradually decreases on the 1 in 60 gradient while the train climbs to Summit (1,332ft above sea level).

View the changing scenery, the fleeting fauna, deep rock cuttings showing various geological strata.

As the train winds through "The Pass" to the derelict town site of Pichi Richi, look for remnants of the Old Brewery, the pubs and store that provided for the needs of the "bullockies" more than a century ago.

At Woolshed Flat, enjoy refreshments purchased from the quaint dining-car "Light", complete with operating wood stove.

Ask permission of the driver to climb into the cab and view the foot-plate operations before the train departs for Quorn.

THE ORIGINAL "GHAN" ROUTE HERITAGE TRAINS AT QUORN

Every Second and Fourth Sunday March - November

See Timetable for additional operating days and Full Service Information or

Telephone: 08 276 6232 Local (086) 58 1109

BOOKINGS: BASS - SA 131 246

INTERSTATE 008 888327

THE FLINDERS RANGES

HAWKER

Hawker, once a thriving railway town, is central for holiday makers in the Flinders, being the junction of main roads to the area. Flinders Ranges National Park is a short drive away. Spectacular scenery, picturesque gum lined water courses and (at the right time of year) the brilliant colours of the Salvation Jane and Wild Hops can be seen. The yellow-footed rock wallabies make their home in the ranges, as well as euros and kangaroo. Birdwatching, bushwalking and photography can readily be enjoyed. Visitor information is available at Hawker Motors, includes museum.



THE OLD GHAN RESTAURANT AND GALLERY

Leigh Creek Road, Hawker

Telephone (086) 48 4176

(08) 8648 4176

Recapture the atmosphere of a bygone era.

Fully licensed restaurant. Lunches and afternoon teas.

Dinners. Take aways - Try an "Old Ghan Works Burger"!



HAWKER CARAVAN PARK

Hawker

Telephone (086) 48 4006

Fax (086) 48 4139

Modern air conditioned cabins with ensuite. Powered and ensuite sites. Camp sites. Undercover gas BBQ area.

Disabled amenities. Coach facilities.

4 Wheel Drive Tours to Spectacular Areas.

EFTPOS.



HAWKER HOTEL/MOTEL

Elder Street, Hawker

Telephone (086) 48 4102

Fax (086) 48 4151

Toll Free Bookings 008 088 508

PUT THE FLINDERS RANGES ON YOUR DOORSTEP!

Enjoy country hospitality in the comfortable dining room and bars in the classic century old Australian Colonial Pub.

Fully air conditioned. Licensed restaurant and Counter meals.

20 Modern motel units with direct dial phones, colour TV and electric blankets. 14 Budget priced hotel rooms.

Guest laundry. BBQ's.

All major credit cards and EFTPOS facilities.

Off-Season Family Rates

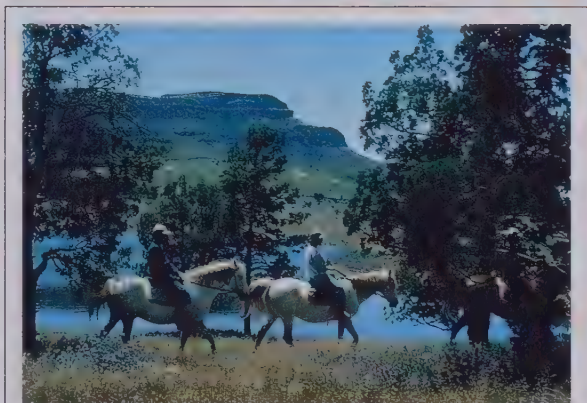
THE FLINDERS RANGES



Historic grave of William Darton Kekwick, at Blinman.

Blinman

The Morolana scenic drive, north of Hawker, Parachilna Gorge and the Glasses Gorge are just a few of the day trips to be enjoyed. Copper was mined at Blinman from 1862, the ore carted by donkeys to Port Augusta before the rail to Parachilna. The mine closed in 1908.



RAWNSLEY PARK TOURIST PARK

Flinders Ranges, South Australia

Phone Cabins (086) 48 0030 Caravan Park (086) 48 0008

The best known feature of the Flinders Ranges is Wilpena Pound, a 15km by 7km circle of mountains that has been declared a National Park. Rawnsley Bluff, the southern wall of Wilpena Pound, appears as a blue massif when approaching from the south. *Rawnsley Park Tourist Park* at the base of

Rawnsley Bluff is ideally located to explore the Central Flinders Ranges. "Rawnsley Park" offers excellent accommodation 19 units, also caravan and camping facilities.

Bush walking trails in Rawnsley Bluff, Ferntree Falls and Ulowdna Range provide spectacular views of the ranges. Horse Riding Tours and Four Wheel Drive Tours, Scenic Flights, a spit Roast with Billy Tea and Damper, are alternative ways of experiencing the beautiful scenery and outback hospitality.



Holiday in the Northern Flinders Ranges on a historic working sheep station.

ORATUNGA STATION

Blinman

Hosts Ian & Di Fargher

Telephone (086) 48 4863

Fax (086) 48 4833 (after 6p.m.)

LITTLE PADDOCK Self contained accommodation. sleeps 12.

Ideal for families or groups.

ANGORICHINA Shearers Quarters Sleeps 14. Open fires.

ORATUNGA STATION Sleeps 12.

Have an Audience with Nature's Amphitheatre

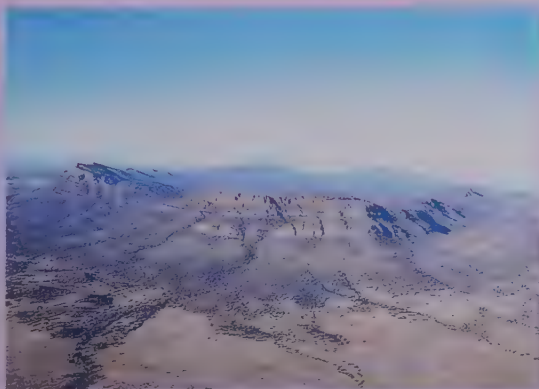
An extraordinary natural amphitheatre of gigantic proportions, Wilpena Pound is the perfect base for exploring the Flinders Ranges.

And an audience with this natural wonder costs very little.

Stay at Wilpena Pound Resort, just outside the Pound's entrance, or if you prefer camping, one of our powered sites is ideal.

And don't forget to enjoy our 4WD tours, or a scenic flight over the Pound.

(Packages available.)



For information and bookings
call (086) 48 0004 or
1800 805 802 freecall

WILPENA POUND RESORT



THE FLINDERS RANGES

BELTANA

Beltana is now a heritage town. It was once a bustling railway township. The building of Leigh Creek and the replacement of the railway line bypassing Beltana led to the demise of the town. Many buildings are still intact and the town is interesting to visit. The buildings are privately owned and there are no services. Thomas Elder's renowned station where he bred camels was also here. After the Burke and Wills expedition when camels were seen to be invaluable, Thomas Elder imported camels for use in the interior. He supplied camels for carting supplies to the Overland Telegraph line. His camels always fetched a good price.



The Smith of Dunesk Mission Church at Beltana was the base where Reverend John Flynn began his pioneering work which developed into the Royal Flying Doctor Service.



BELTANA ROADHOUSE

Leigh Creek Highway, Beltana

Telephone (086) 75 2744

Break your journey with a pleasant stopover for a meal and a drink at our fully licensed restaurant.

Have a chat and discover interesting local tourist information about Ediacara Fossil Reserve, Sliding Rock Mine and the heritage town of Beltana, amongst others.

Fuels, Take-aways, General Store, Souvenirs.



PRAIRIE HOTEL

Parachilna

Telephone (086) 48 4895

Fax (086) 48 4606

Historic Bush Pub first licensed in 1876.

Specialists in Australian Native and Flinders Feral Foods.

Comprehensive Wine List. Lunch and Dinner 7 days.

Daylong Bar Meals.

Airconditioned Accommodation. Open Fireplaces. Guests Lounge.

Cabins and powered sites also available. Public Showers.

Shellcard - Leaded, ULP & Diesel.



THE CAPTAIN'S COTTAGE

Blinman

Telephone (086) 48 4894

Fax (086) 48 4606

Historic Mine Manager's Residence, circ 1860

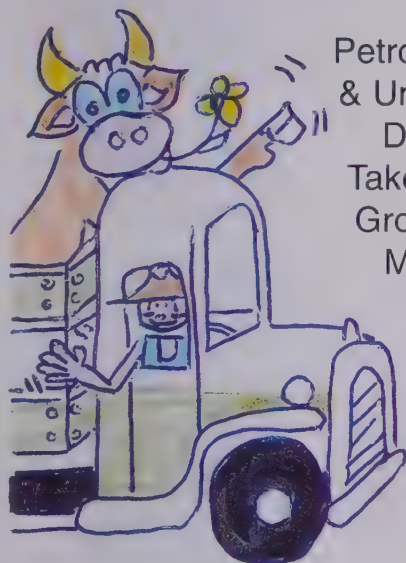
Self-contained heritage retreat for up to 10 adults. Fully equipped kitchen, separate living area and open fireplace. Brass beds and colonial furnishings throughout.

Linen and firewood included.

Optional Extras: Breakfast provisions, picnic baskets and day tours.

THE NORTHERN FLINDERS RANGES

Lyndhurst Store & Roakhouse



Petrol Super
& Unleaded
Diesel
Take-away
Groceries
Meals
Air
Ice



Farina was once destined to be the grain capital of the north. Laid out in 1878 it was known as Government Gums and was a busy rail siding.



LYNDHURST HOTEL

Lyndhurst

Telephone (086) 75 7781

Fax (086) 75 7712

Have a Beer with Rowdy!

Friendly country atmosphere. Airconditioned bar and dining room. Great meals. Airconditioned accommodation.



LEIGH CREEK OPEN CUT COALFIELD

The coalfield is operated by ETSA. Coal from the field is used in the power station at Port Augusta. These hard brown coal deposits are Triassic (200-240 million years old) and occur in four isolated basins or lobes over a distance of 20km. Because the town was located within the basin, an entirely new town was built 22kms south on the coalfield and occupation commenced in 1980.

Leigh Creek township provides parks with picnic and recreation facilities as well as modern shopping and services amenities.

THE AFGHAN CAMELEERS and Their Ships of the Desert

The Afghan cameleers with their strings of camels were the supply link to the isolated settlements in the Outback for over 50 years. They brought all sorts of goods, from food provisions, furniture and building materials to mining equipment.

As horses and bullocks had proven largely unsuitable for the arid regions Thomas Elder, rich pastoralist from Beltana, had brought out camels for a carrying business and recruited handlers at the same time. These men were mostly from Baluchistan (Pakistan) and Afghanistan and became known as Afghans.



Camels loaded with wool.

The Afghans wore a turban and colourful baggy clothes, rich with braid. They were Muslims who were faithful to their religion and prayed several times a day. No women were brought with them; a few married European or Aboriginal women. Mosques were built wherever they settled and date palms planted - the fruit of the prophet. Their settlements on the outskirts of the railheads became known as Ghantowns. Hergott Springs (Marree) was such a busy place it was nicknamed "Little Asia". Chants of the prayers would drift through the town at dusk.

Strings of up to 70 camels travelling in single file could be seen, the cameleers walking beside them, one man per 7 or 8 camels. Short lengths of rope linked the camel's nosepeg to the tail or packsaddle of the one in front. Each carried 300-400kg. Loading was heavy work, carefully done to balance the weight. The men then walked for 8 hours with no midday meal as the camels could not stand around with the heavy load. Camel pads radiated out from Hergott Springs to Broken Hill, the Birdsville Track, the Strzelecki Track, to Stuart (Alice Springs) and further north. As the railway was extended, the railhead shifted to Oodnadatta.

When the camel train arrived with long-awaited supplies, it was an exciting day for the pastoralists, missionaries, telegraph stations and mine camps. Back loading of ore or wool was taken wherever possible.

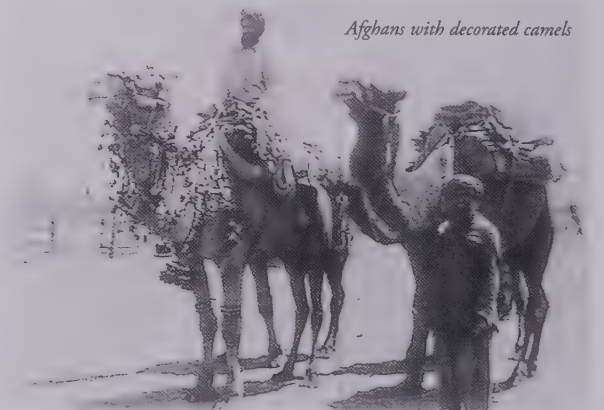


Reconstruction of the Mosque at Marree.

Afghans had worked on the Overland Telegraph Line, as well as carting for the railway and to the Western Australian goldfields. They were sought for the many exploration expeditions with their camels and desert skills. Because of policies of the day, they were paid much lower wages than Europeans and denied citizenship. During the Calvert Expedition the camel handler Bejar Dervish saved the lives of the party by finding water.

When the railway reached Alice Springs in 1929, it replaced the camels bringing supplies; a few years later they were superseded by motorised trucks. Some of the Afghan cameleers found alternative work on the railways, labouring or hawking haberdashery to the stations. Many were too old to learn another trade. They had spent their life cameleering.

What became of the camels, the faithful beasts of burden? Some were released to run wild, (feral camels still roam the Outback). Hundreds were rounded up and shot. It was a very sad day for the Afghans and the end of an era.



Afghans with decorated camels



The long journey north.

OUTBACK SOUTH AUSTRALIA

MARREE

The outback town of Marree is well worth a visit and is easily accessible by the average family car on the well maintained Leigh Creek Road. Marree is traditionally the stopping off place for travellers before venturing up the Oodnadatta or Birdsville track.

In the 1800s Marree was a major rail terminal with camel trains and their Afghan handlers carrying supplies inland. Part of the town was occupied by the Afghans and their families and became known as "Ghan Town". Some of their descendants still live in Marree and are happy to chat to visitors. There is a reconstructed mosque and cottages to visit.

The Arabunna Community and Museum displays the Aboriginal heritage and information on the area. Hergott Springs is nearby and Tom Kruse's mail truck is in the park.



The last trains. The Alice Springs line was rerouted in 1980.



MARREE HOTEL

Telephone (086) 75 8344

Fax (086) 75 8328

Come and see the famous mural! Good Food, Great Beer, Extensive Wine List, Outback Hospitality, Accommodation. Offices available, Long or short term.



OASIS TOWN CENTRE CARAVAN PARK

Marree

Telephone (086) 75 8352

Fax (086) 75 8399

Friendly park, close to all facilities.

All lawned, powered sites. Camping area. Modern amenities. Shady trees.



THE OASIS CAFE AND GENERAL STORE

Marree

Telephone (086) 75 8352

Fax (086) 75 8399

Air conditioned Cafe/Take Away with Groceries and Souvenirs.

Latest road information. Cheapest fuel in the bush.

Tyres at city prices. Bankcard/EFTPOS.

Dial 90FM on your radio.



MARREE'S OUTBACK ROADHOUSE AND LICENSED GENERAL STORE

Oodnadatta Road, Marree

Telephone (086) 75 8360

Fax (086) 75 8396

THE ONE STOP SHOP FOR TRAVELLERS.

Stop, browse and relax in air conditioned comfort.

Ask our friendly staff for up to date information on road conditions and tourist attractions.

Sit down or take away food, BBQ area, Fuel, Toilets, EFTPOS, Post Office, Agent Commonwealth Bank.

OUTBACK SOUTH AUSTRALIA



Breakfast



Nilpinna Station Homestead



Dalhousie Hot Springs. The road to Dalhousie passes old railway ruins and sheep stations. Anna Creek Station (between William Creek and Coober Pedy) is the biggest station in the world.



TRANSCONTINENTAL HOTEL

Oodnadatta Telephone (086) 70 7804
When you arrive in Oodnadatta have a spell at the Transcontinental Hotel - Hospitality and friendly atmosphere in the heart of Australia.
*Clean, Comfortable Accommodation. * Air Conditioned Rooms.
*Icy Cold Beer and Beverages. *First Class Dining Room Meals.
*Counter Lunches and Snacks. *Aboriginal artefacts.



WILLIAM CREEK HOTEL & CARAVAN PARK

Telephone (086) 70 7880 Fax (086) 70 7881
Visit the Real Outback!
Peter and Rosslyn Moore extend an invitation for:
Accommodation, Meals and Light Snacks.
Also available: Petrol and Repairs
Swimming Pool, Golf Course
Tyres & Tubes, Souvenirs, Joy-Flights

THE STUART HIGHWAY

The Stuart highway stretches further than the eye can see. It is the 3014ks north/south road linking Port Augusta and Darwin, part of the national highways road system through the centre and around Australia. The highway traverses some of the most inhospitable country in the world.



Construction of the new highway was a joint project by the Federal Government and the South Australian and Northern Territory Departments of Transport. It was completed in 1987 ending the reputation of one of the most notorious roads in Australia.

The old road began as a series of tracks made by the early pastoralists linking scattered stations and towns. The first car to travel the Adelaide to Darwin road was a 20hp Talbot christened "Angelina", driven by Harry Dutton and Murray Auger. They set out in 1907 and battled over rocky plains, river beds and vast sandhills before becoming bogged near Barrow Creek. An axle gave out so they abandoned the car and trekked to Adelaide.

The following year Harry Dutton and Murray Auger set out again; this time in a 25 hp Talbot christened 474, laden with fuel, supplies and spare parts. After an eventful trip, they found "Angelina", none the worse for wear except the local wildlife had devastated the interior. After repairs, the two cars proceeded and reached Darwin after 51 days. Their feat proved the new automobile was neither fragile nor unreliable.

Before building the new highway, over 10,000ks of alternative routes were considered. The new route is 150ks shorter than the old road. While surveying the road, electronic instruments failed at times because of the heat. Shifting sand dunes, salt pans and clay soils made construction a tough assignment. Bores were sunk for the 200,000 gallons of water needed per day. Many tonnes of gravel were used. The cost of the highway south of the border was \$140m, not counting sections retained. Annually, the



Federal Government spends \$15m in maintenance and repairs.

Low lying areas of the old road were notorious when it rained. The new road is designed to allow waterways and rivers to drain, and will withstand the 1 in 50 year flood. Forced stopovers are a thing of the past. However there are plenty of rest areas to allow you to pull over and take a break.



The first car to travel the Adelaide to Darwin road.

RAA TRAVELGUIDE
ON CD-ROM

• ACCOMMODATION • EVENTS
• MAPS • ATTRACTIONS

(South Australia and Northern Territory only)
 Telephone (08) 202 4538
 OR CONTACT your nearest RAA Office

RAA5756

WOOMERA AND ROXBY DOWNS



ELDO HOTEL

Kotara Crescent, Woomera

Telephone (086) 73 7867

Fax (086) 73 7226

Originally built in the 1960's by the European Launcher Development Organisation (E.L.D.O.) to cater for scientists, engineers, technicians, and armed service personnel, the Woomera ELDO is now a thriving Hotel Complex and extends a warm welcome to visitors.

Both budget and deluxe accommodation are air conditioned with full facilities.

Enjoy wholesome country cooking in the restaurant or try your luck on one of the many poker machines in the Orbit Lounge from 10a.m. till Late.

WOOMERA

Woomera was established in 1947 as a Joint Project with the UK for testing experimental rockets and missiles of all types. Later the range was the test and development centre for the European Launcher Development Organization (ELDO) which designed and built the Europa series of rockets between 1964 and 1970. Two satellites were placed into orbit from Woomera. One of these - WRESAT - was designed and built in Australia by the Defence Science and Technology Organisation (DSTO) in Australia. Australia was the fourth country in the world (after USSR, USA and France) to launch a satellite.

Between 1960 and 1970 the National Aeronautics and Space Administration (NASA) from the USA operated a deep space tracking station at Island Lagoon about 25kms south of Woomera, close to what is now the Australian/US Joint Defence Facility Nurrungar. Until 1982 the Woomera Village was a prohibited area for visitors. The village is now an open town, and is still administered by the Department of Defence. It exists to service the Woomera Range (used by DSTO and the Australian Defence Forces) and the Joint Defence Facility located in the Nurrungar prohibited area about 20kms south.

Woomera provides the only rocket launching range in the southern hemisphere which allows for the recovery of payloads over land. This is of particular use for the firing of high altitude sounding rockets which return to earth with data acquired in space. Such launchings were conducted in 1987 by the Federal Republic of Germany and NASA to gather data on Supernova 87A.

Woomera is an ideal base to visit the surrounding area.

ROXBY DOWNS

Roxby Downs is a modern, thriving purpose built town for the workers of Olympic Dam Operations. It is a green oasis with trees and lawns. It is home to about 3,000 people.

A full range of shopping and service facilities cater for locals and visitors alike.



OLYMPIC DAM TOURS

Olympic Way, Roxby Downs

Telephone (086) 71 0788

Tours 7 days (March - November)

- Olympic Dam Mining Complex • Woomera Rocket Range
- Andamooka Opal Fields



ROXBY DOWNS TAVERN

Norman Place, Roxby Downs

Telephone (086) 71 0071

All the facilities you would like to find, with friendly staff to serve you.

Restaurant and Counter Meals

Pokies Keno TAB

Drive in Bottle Shop



Autogeneous Grinding Mill



Jumbo Drilling Rig



Casting Copper Anodes at the Smelter

OLYMPIC DAM OPERATIONS

Western Mining Corporation, Roxby Downs

The orebody consists of an ore reserve of 581 million tonnes of mineralisation - a vast resource.

Ore is extracted from the sophisticated, highly mechanised underground mine at the current rate of 3.0 million tonnes annually. By June 1995, there were 90kms of underground roads. From the mine, it is hoisted up the 500 metre Whenan Shaft and conveyed to the metallurgical plant which includes a

concentrator, hydrometallurgical plant, a copper smelter and a copper refinery.

84,000 tonnes of copper cathode, 1,500 tonnes of uranium ore concentrate, 30,000 ounces of gold and 400,000 ounces of silver are produced annually.

Refined products are transported to Port Adelaide and shipped all over the world.

ANDAMOOKA



Historic cottages

The township of Andamooka, easily accessible by bitumen road, nestles on a honeycomb of underground diggings. It is near the site where John McDouall Stuart first camped in 1858.

Opal was discovered in 1930 when two drovers from Andamooka Station saw flashes of bright colour on a hillside following a thunderstorm.

Opal is mined in close proximity of the town and extends out into 24 fields giving the area the appearance of a lunar landscape.

In the early days, mining was by pick and shovel. Today, great bulldozers carve their way down to the opal "level" - the ancient seabed which lies between depths of 3-10 metres below the surface where opal has formed in rocks during the Tertiary period 1.8 to 70 million years ago. Opalised shells, stones and opalised bones of ancient creatures are still being found.

Andamooka opal is considered to be the most stable in the world and matrix opal, mostly treated to enhance its colour, is unique to Andamooka.

Several historic cottages are built on the site of a shallow creek in the centre of town. The miner's ingenuity is using building materials to hand and also in furnishing them is quite remarkable.

The town, (like Topsy) just 'grewed' around the cottages and the creek is now the main thoroughfare through town, (lucky it doesn't rain here often). There is a wealth of interesting buildings and various opal shops, supermarket, bottle shop, hotel/motel accommodation, caravan park and

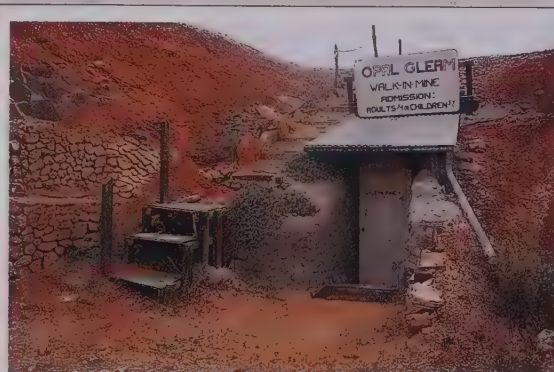
camping grounds. It's a warm hearted multi-cultural community and visitors are most welcome.

Noodling (fossicking) for opal can be fun - you might be lucky! But seek permission first. Your experience of the individualistic lifestyle which characterizes this township is sure to be memorable.

For further information contact:

Telephone (08) 86727193

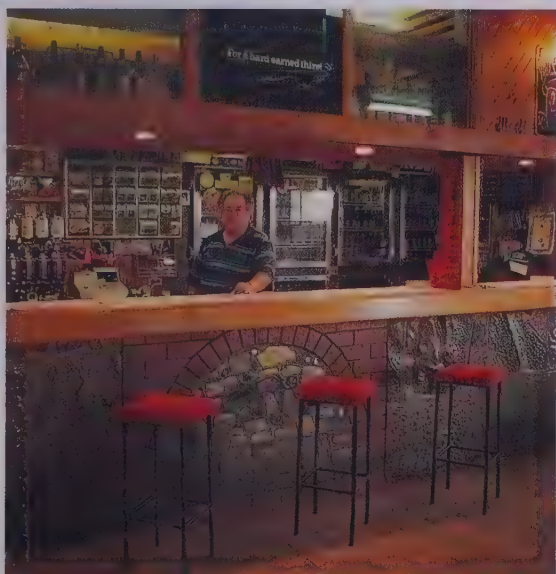
Fax (08) 68727062



OPAL GLEAM MINE

Telephone (086) 72 7004

Visit OPAL GLEAM - Andamooka's Original Walk-in Opal Mine. **Guided Tours Daily** - 2pm from THE TREASURE CHEST where Beautiful Quality Opals and a variety of Souvenirs are on display.



TUCKERBOX RESTAURANT

Andamooka

Telephone (086) 72 7137

An invitation from Steve at the fully licensed Tuckerbox Restaurant.

Good tucker at Moderate Prices with Friendly Service.

The unique ancient rock stonework of the building is of special interest.



DUKE'S BOTTLE HOUSE

Andamooka

Telephone (086) 72 7062

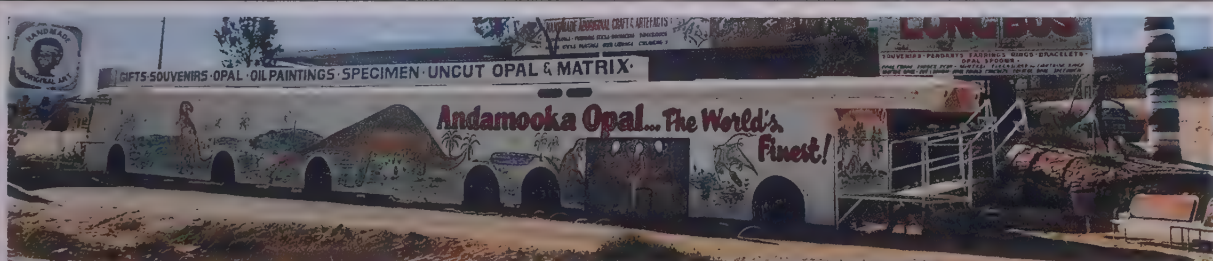
Fax (086) 72 7021

Preparing the building materials was fun and constructing this house was very thirsty work! Come and have a chat.

There are souvenirs, opal cutting demonstrations and interesting tours.

Accommodation is available.

Post Office facilities nearby.



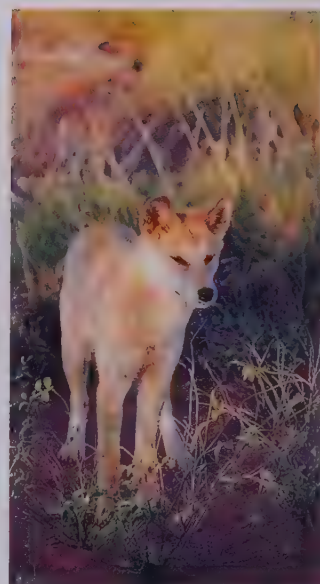
THE LONG BUS

Andamooka

Welcome Aboard! You will see Andamooka Opal... The World's Finest.

As well, there is a wide variety of Souvenirs, Paintings and Aboriginal Craft.

GLENDAMBO TO COOBER PEDY



The Longest Fence in the World

The Dog Fence starts on the cliffs overlooking the Great Australian Bight and winds its way for more than 5300 kilometres across three states - an unbroken two metre high barrier of wire netting protecting Australia's sheep country from the ravages of the dingo. It began as a series of fences which over time became linked together. The dog fence

crosses the Stuart Highway and the Oodnadatta Track near Coober Pedy.

The dingo is a skilled predator which roams virtually unrestricted north of the fence. Its main and preferred food is kangaroo and wallaby, supplemented by rabbits, birds and insects.



 **FLAG**

GLENDAMBO TOURIST CENTRE

Stuart Highway, Glendambo

Telephone (086) 72 1030

Fax (086) 72 1039

We are here to offer you country style friendliness and good cooking with modern comforts.

Designed on the Grand Homestead and Woolshed theme with wide verandahs, heavy woodwork and open fires, facilities include:
Hotel with 3 Bars. 60 Airconditioned Motel Units. Bunkhouse Accommodation. Licensed Restaurant. Swimming Pool.

Caravan Park with on site vans. Camping and Coach Facilities. BBQs. Modern amenities.

Takeaway, General Store, Caltex Service Station. Autogas. Mechanical Repairs, EFTPOS.

Coober Pedy

IN THE HEART OF OUTBACK SOUTH AUSTRALIA

A unique underground experience



Situated 852Km north of Adelaide & 700Km south of Alice Springs on the Stuart Highway



- ★ An opal wonderland with over 30 shops full of opal to view and select from



- ★ A wide variety of accommodation from camping to underground and above ground luxury.



- ★ A good selection of restaurants and take away food places



For more information:
COOBER PEDY TOURIST INFORMATION CENTRE
 Phone 1800 637 076

- ★ Other activities including town and mine tours, scenic landscapes of the Breakaways and moon plain.

COOBER PEDY



RADEKA'S DOWN UNDER BACKPACKER'S INN UNDERGROUND MOTEL

Hutchinson Street, Coober Pedy

Telephone (086) 72 5223

Fax (086) 72 5821

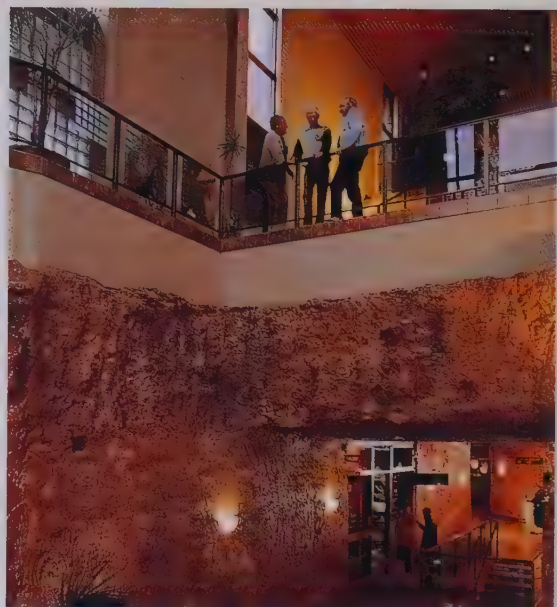
Freecall 1800 633 891

Underground living at Radeka's is right in the centre of town, close to attractions and shops.

BACKPACKERS: Linen provided. Kitchen, TV and Reading Rooms. Outdoor cooking facilities.

MOTEL: 2, 3, 4 and 5 bed family rooms. Private toilets and showers. Colour TV. Off street parking.

DAILY DESERT BREAKAWAYS TOUR



DESERT CAVE

Hutchinson Street, Coober Pedy

Telephone (086) 72 5688 Fax (086) 72 5198

Experience Dug-out Style Living.

Underground Shops, Gaming Room, Bar and Display Areas. Licensed Restaurant, Cafe, Swimming Pool, Sauna and Spa.

Town Tours



UNDERGROUND ART GALLERY

Main Street, Coober Pedy

Telephone (086) 72 5985

DISPLAY MINE. We mine and polish our own quality opals.

Gallery features Aboriginal art and artefacts.

FREE ADMISSION



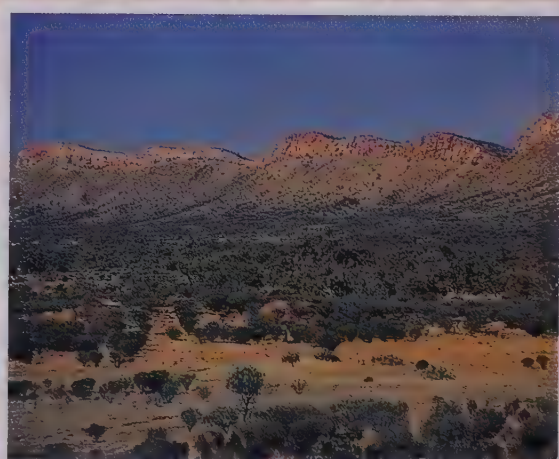
OPAL DREAMING

Telephone (086) 72 5985

A/H (086) 72 5498

UNDERGROUND COTTAGE ACCOMMODATION.

Experience the unique underground lifestyle in this fully self-contained cottage.



OPAL INN HOTEL MOTEL CARAVAN PARK

Hutchinson Street, Coober Pedy

Telephone (086) 72 5054

Fax (086) 72 5501

Reservations 1800 088 523

Situated in the heart of Coober Pedy, we offer comfortable well appointed accommodation and budget rooms. 24 hour access. Caravan Park has all amenities. All sites powered with sullage. On site vans. Shaded BBQ area.

Restaurant, Bistro and Counter Meals. Pokies, Keno, Sky Channel and TAB.

Tours of Coober Pedy.

COOBER PEDY

Coober Pedy Opal Capital of the World

An astonishing array of precious opals is on display at Coober Pedy. Australia supplies 95% of the world's opal and much of it comes from here.

It's an extraordinary town, deriving its name from the Aboriginal words meaning white man's burrow. Nearly half the population live underground in "Dugouts". There are underground churches and a profusion of shops, galleries, display mines and museums as well as eating establishments and a range of accommodation both below and above ground.

Many of the showrooms are run by the opal miners and craftsmen themselves, creating beautiful distinctive jewellery. There are cutting demonstrations, spectacular opal collections and fossils to see.

The lunar-like landscape of the mullock dumps on the opal mine fields stretch either side of Coober Pedy. A vibrant mining town; bulldozers, trucks fitted with giant blowers and ones with "Explosives" signs and winches on the back are part of the scene.

There are several lookouts in the town. The view extends across the desolate outback along the Stuart Range. A monument just south of Coober Pedy marks where Stuart stood on a nearby hill, gazing at this landscape in 1858.

In 1915, fourteen year old Willie Hutchison found opal floaters while accompanying his father on a gold prospecting expedition. Mine claims were pegged soon after.

Soldiers returning from the first world war in 1917 came to Coober Pedy to seek their fortune. The early miners

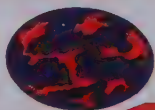


adapted trenchlife to underground living, escaping from the harsh simmering desert heat which soars upwards of 35°C in the summer. Underground the temperature stays around 24°C.

Over the years, many migrants too arrived, contributing to a rich multicultural. Over 40 nationalities, as well as a range of Aboriginal language groups live here.

The opal fields are pitted with abandoned drill holes up to 30 metres deep. Beware, and heed the danger signs. Also be mindful that mining claims are private property.

Visitors are welcome to noodle (fossick) for opal on the former claim around the Jewellers Shop in town. Tours, cater for fossickers. Many a visitor has had quite an exciting find!



THE OPAL CAVE

COOBER PEDY



BEDROCK

Underground Accommodation
4 Beds per room
24 Hour Attendance
Kitchen, Dining & TV
Shuttle service between terminal & Accommodation
Enquiries & Bookings
Free Call 008 676 680

THE OPAL CAVE UNDERGROUND, FINE OPALS AND JEWELLERY

Main Street, (PO Box 174) Coober Pedy
Telephone (086) 72 5028
Fax (086) 72 5208



Free Admission
Unique Opal Specimen Display
Bike Hire



Arts, Crafts & Souvenirs
Tax Free Opals & Jewellery
All purchases 100% Guaranteed



Fayes Underground Home
This historic home was hand dug by three women, over 30 years ago.
It is one of the top tourist attractions in Coober Pedy
Open 6 Days

COOBER PEDY



STUART RANGE CARAVAN PARK

P O Box 345, Coober Pedy

Telephone (086) 72 5179

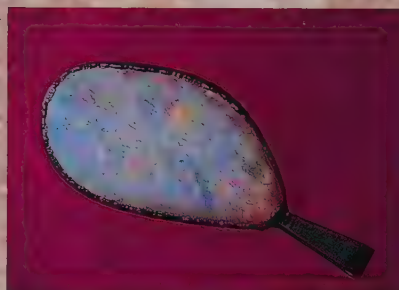
Fax (086) 72 5148

Yanni's and Maria's hospitality includes:

Ensuite Cabins, Shaded Sites. Backpacker Accommodation.

Modern Amenities. Disabled Facilities. BBQ's

Tours to Breakaways, Opal Fields and Town.



MUD HUT MOTEL

St Nicholas Road, Coober Pedy

Telephone (086) 72 3003

Fax (086) 72 3004

Built of rammed earth in a style reminiscent of the Australian Outback landscape, the Mud Hut Motel offers excellent accommodation in a friendly atmosphere at a reasonable price.

*16 Motel Rooms - All rooms have TV, phone, fridge, tea and coffee making facilities.

*4 Two bedroom units with living and dining area and fully equipped kitchen.



AMPOL 24 HOUR ROADHOUSE

Coober Pedy

Telephone (086) 72 5350

Modern, spacious roadhouse with eat-in or take-away meals and snacks. Bus Terminal. Workshop.

Autogas and Fuels. EFTPOS.

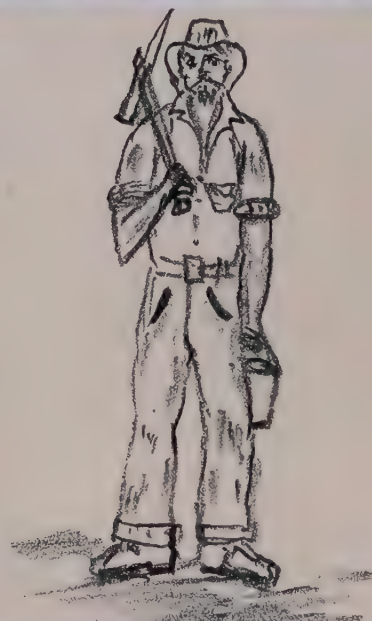


MAIL RUN DAY TOUR

Bookings Telephone 1800 069 911 (or call in to Underground Books), Coober Pedy

A real Australian outback adventure!

Departing Coober Pedy and visiting remote outposts and points of interest delivering mailbags to cattle stations between Oodnadatta and William Creek. 600ks of colourful terrain, see and photograph historic ruins, flowing springs, bores and the old Ghan railway.



THE BIG MINER

Corner Wright/Grund Street, Coober Pedy

Telephone (086) 72 5397

See The Big Miner! Showroom open.

Rough and cut Opal. Hand crafted jewellery.

Souvenirs and specimens. Matrix opal.

Wholesale and retail prices.

ERLDUNDA TO AYERS ROCK



Ayres Rock (Uluru) dominates the landscape. It is HUGE, the world's largest monolith. Uluru is of great importance to Aboriginal people. It rises 318 metres above ground and has a circumference of 8kms.



CURTIN SPRINGS ROADSIDE INN

Lassiter Highway, Curtin Springs

Telephone (089) 56 2906

Fax (089) 56 2934

Break your journey with a stopover. Friendly Service,

* Fuels

* Licensed - Cold Drinks

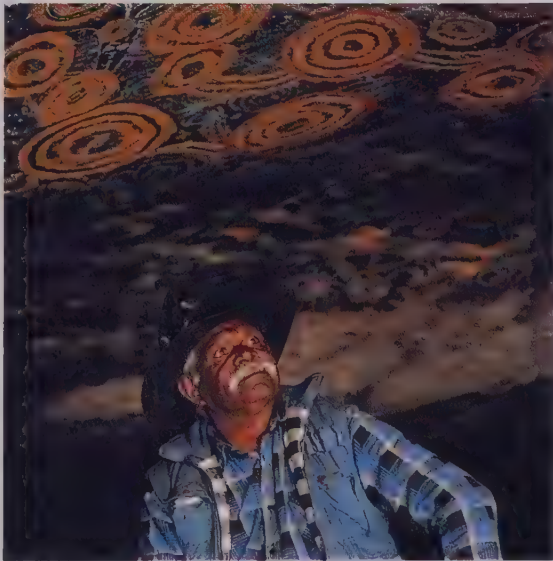
* Meals and Take Aways

* Caravan and Camping Ground

* Budget Accommodation

Curtain Springs is a working cattle station-homestead. Built of local stone, it keeps warm in winter, cool in summer.

In season you can catch a glimpse of the cattle station activities.



PITJANTJATJARA TOURS

DESERT TRACKS PO Box 360, Yulara, NT 0872.

Bookings: Free Call 1800 621003 Phone 08 89 563111

Fax 08 89 562222

We the Pitjantjatjara people of Central Australia, invite you to come and see our beautiful desert Ranges.

Travel the Musgrave and Mann Ranges with Aboriginal guides who know the Land.

Tours vary from one to eight days, departures from Ayers Rock Resort.

ENTRY TO ABORIGINAL LAND IN THE CENTRAL LAND COUNCIL REGION OF THE NORTHERN TERRITORY

Aboriginal Land

As you travel up the Stuart Highway, and many roads which join it, you will cross Aboriginal Land.

This is freehold title land granted to *Aboriginal Land Rights (Northern Territory) Act*.

Permit Requirements may vary between different areas of Aboriginal freehold land and from community to community in the Northern Territory.

There are two types of permits.

One is TRANSIT PERMIT. The holder of a transit permit may travel through Aboriginal land on designated roads without stopping (unless specified on the permit).

The other is an ENTRY PERMIT. An entry permit allows entry to a designated area for a specific reason and a specific period of time.

Permits are not required to transit public roads provided you stay on the road while crossing Aboriginal land. However, permits generally are required to enter communities on Aboriginal land along these roads.

Alcohol

Many Aboriginal communities are on areas of land that have been declared restricted areas (dry areas) under the *Northern Territory Liquor Act*. Alcohol must not be taken into or consumed in these communities or areas of land.

However, you are permitted to travel through a dry area with alcohol for the purpose of transporting that liquor to a destination outside of that dry area. Some other Aboriginal communities are self imposed "dry areas" and any visitor should respect this restriction.

If you intend carrying and/or consuming alcohol on your travels, you should contact the Liquor Division of the NT Racing, Gaming and Liquor Commission, Belvedere House, Bath Street, Alice Springs, Telephone (089) 51 5000 to obtain details of the Restricted Areas in the Northern Territory. There are severe penalties under the *Liquor Act* for breach of its provisions.

Mineral Fossicking

Mineral fossicking on Aboriginal land is prohibited by legislation.

Permit Application Procedure

All requests for permits must be on the appropriate application form which can be obtained from the Permit Officer at the Central Land Council in Alice Springs, or the Northern Land Council in Darwin.

Applications for transit permits are generally issued on receipt of your application subject to transit requirements in the area in which you wish to travel.

Applications for entry permits may take two or more weeks to process depending on factors such as the remoteness of the area to which entry is requested.

There is currently no charge for permits.

It is your responsibility to be carrying your permit when you enter Aboriginal land. Heavy penalties apply if you enter Aboriginal land without a permit.

Please note that you require a permit to visit friends or relatives who live on Aboriginal land.

If you Travel to Uluru (Ayers Rock)

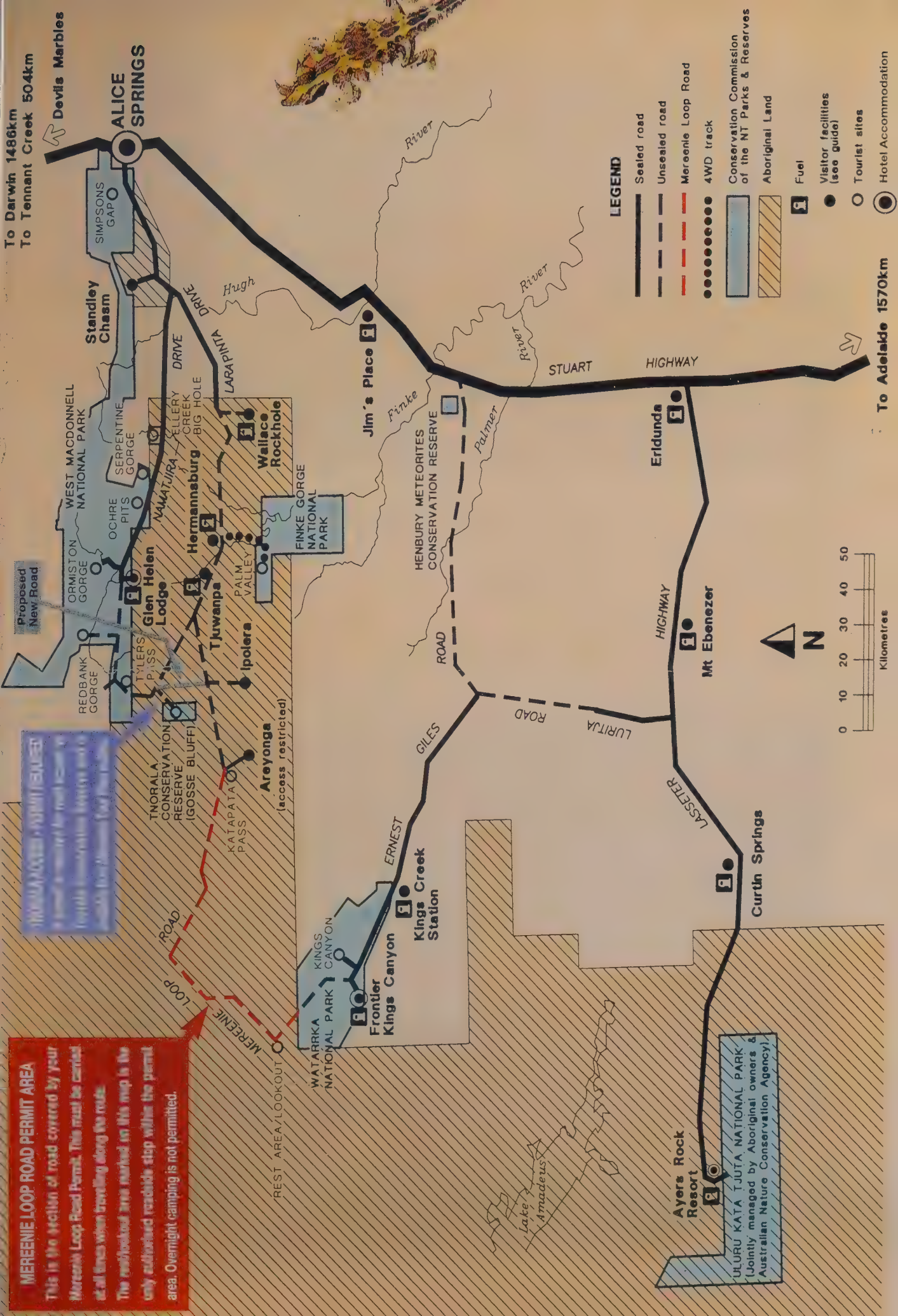
The Mereenie Loop Road links Alice Springs to Uluru (Ayers Rock) passing through some of the most spectacular scenery in Central Australia.

Major attractions along the route include Kings Canyon, the West MacDonnells National Park, Glen Helen Homestead and an opportunity to experience a rich variety of Aboriginal cultural tours offered by local communities. Accommodation and visitor facilities range from camping grounds to quality lodges and hotels.

The Mereenie Loop Road traverses Aboriginal land and provides the vital link for travel through this region. For this section of road all travellers require a permit (Free).

To Darwin 1486km
To Tennant Creek 504km

MEREENIE LOOP ROAD PERMIT AREA
This is the section of road covered by your Mereenie Loop Road Permit. This must be carried at all times when travelling along the route. The road/lookout area marked on this map is the only authorised roadside stop within the permit area. Overnight camping is not permitted.



To Adelaide 1570km



The Olgas (Kata Tjuta) are 50ks from Ayers Rock (Uluru)



Bilby

ULURU - KATA TJUTA NATIONAL PARK

Ayers Rock (Uluru) and the Olgas (Kata Tjuta) are in the Uluru - Kata Tjuta National Park which is World Heritage Listed. A new cultural centre is located one kilometre from the rock. Interpretive displays give the visitor a greater

understanding of Aboriginal culture and art, wildlife and history of the area. Purchase of a park ticket allows free entry to the centre. Interpretive signs are throughout the park and the many interesting walks are signposted.

THE ROYAL FLYING DOCTOR Mantle of Safety in the Outback



Reverend John Flynn

After Reverend John Flynn's survey on the needs of people in Outback Australia in 1912, he was appointed Superintendent of the Australian Inland Mission of the Presbyterian Church. He introduced Patrol Padres with their camels and set up medical hostels (Adelaide House and others). At the time, there were no doctors in the outback.

Flynn knew the agonies of isolated people and he searched for an alternative to a journey over hundreds of miles by a sick person. Planes were available, but not communication (there were no telephones then). Flynn met Alf Traeger, a young engineer who assembled a radio with the power generated by the operator pedalling a pair of bicycle pedals. It was effective and economical. Pedal radios were then placed on outlying stations.



"Victory" the first plane.

Flynn's vision

became a reality in 1928 when Doctor Vincent Welch with pilot Affleck at the controls of "Victory" answered the first call. In the first year, 20,000 miles were flown and 25 lives saved.

Flynn considered his vision was not complete until the medical service encompassed the whole continent. At the 1933 Premiers' conference, it was expanded into a national organization. All the pedal radios were owned by the Mission and were part of this gift to the people of Outback Australia. This was Flynn's finest hour and a mark of his greatness. He received the award of the OBE in 1933. When he died in 1951, his ashes were interred at the foot of Mount Gillen, Alice Springs.

Today the Royal Flying Doctor Service operates from 14 mainland base stations and provides a Mantle of Safety over two-thirds of Australia. It is a non-profit organization, dependent mainly on public donations. Bases can be visited to see the service in operation at Port Augusta and Alice Springs..



Alf Traeger

STUART'S WELL TO ALICE SPRINGS



JIM'S PLACE

Stuart's Well. (90ks south of Alice Springs)
Box 2180 Alice Springs

Telephone (089) 56 0808

Fax (089) 56 0809

Jim and Mardi Cotterill providing Good Outback Hospitality -
Friendly Service and Clean Facilities.

- Powered Drive Thru Van Sites
- Pool
- Cabins (Ensuite)
- Mobile Homes Welcome
- Meals
- Licensed General Store
- Auto Accessories
- Mechanical Repairs
 - Towing - Recovery
- Tourist Information
- Gassed Campsites
- BBQs
- Budget Accommodation
- Super - Diesel - ULP Fuels
- Takeaway Food
- LPG (Bottle refills)
- Tyres/Tubes
- Camel Rides and Safaris
- Local Tours

CENTRAL AUSTRALIA Alice Springs

Central Australia is an incredibly beautiful area, a land of contrasts and spectacular scenery. It's called the Red Centre. The colours are vibrant and there's a lot to see and do.

Driving along the Stuart Highway, Alice Springs comes as a surprise, surrounded as it is by steep, rocky hills. The scene from Anzac Hill gives a good birdseye view of the town and surrounds. A road to the top makes it easy for the armchair traveller.

There are many scenic gaps and gorges you can drive to, or take a tour and sit back and enjoy the scenery. There is Simpson's Gap with its huge ghost gums, Trepchina Gorge with 5 marked walking trails, Emily and Jessie Gap where you might see rock wallabies or euros. Arltunga Historical Reserve is the old gold mining settlement of 1887. Palm Valley has been left behind from prehistoric times and the MacDonnell Ranges are spectacular.

There are wonderful opportunities to discover about the culture and traditions of the Aboriginal people and to buy clothing, souvenirs and artefacts that are closely linked to stories and traditional designs.

The museums give a good insight into the early days; among them are Adelaide House, Hartley Street School, Old Timers' Folk Museum and the Museum of Technology, Transport and Communications.

For further information and conservation park leaflets call into the Alice Springs Tourist Centre, Corner Hartley Street/Gregory Terrace, Alice Springs.

RAINBOW VALLEY



ALICE SPRINGS PROFESSIONAL PHOTOGRAPHER, *Steve Strike*

extends an invitation to visitors to view magnificent landscapes and panoramas of Central Australia at his gallery.

OUTBACK PHOTOGRAPHICS

Studio 10 Fan Arcade, Todd Mall, Alice Springs
Telephone (089) 52 3559 Fax (089) 52 2088

ALICE SPRINGS



**THE ROYAL FLYING
DOCTOR SERVICE
of AUSTRALIA.**

**PART OF AUSTRALIA'S
OUTBACK SINCE 1928**

As part of your outback experience why not visit the Flying Doctor bases at either Alice Springs or Port Augusta. See this uniquely Australian aero-medical organisation in action. View the video, see the radio operators talking to the people of the outback, our doctors and pilots, and what happens when a call for help is received. Stay for a while and look at the displays depicting the work of the RFDS and how we service all those who live, work and travel in the vast outback of Australia.

OPEN DAILY

Alice Springs Base Mon. to Sat. 9 am - 4 pm.

Sunday 1 pm to 4 pm

Bookings essential for large groups.

Small admission fee applies.

Port Augusta Base

Mon. to Fri. 10 am - 3 pm.

Weekend by prior arrangement

(086) 42 2044



ALICE SUNDOWN MOTEL

39 Gap Road, Alice Springs

Telephone (089) 52 8422

Fax (089) 52 8143

24 Hour Book in Service.

33 Modern, self contained Units, serviced daily.

Microwave ovens. Guest Laundry, Kiosk, Pool,
Free Gas BBQs.

Breakfast to rooms by request.

Security off street parking.



alice tourist apartments

Gap Road, Alice Springs

Telephone Free Call 1800 806 142

Fax (089) 53 2950

Family holiday accommodation comprising Superior One and Two Room Apartments, all with Kitchen Facilities. Queen size bed in all apartments, separate bedroom sleeps 4 in pine bunks or 2 in single beds. Serviced Daily, Fully airconditioned. Colour TV, Radio. Pool. BBQs. Laundry, Direct Dial STD and ISD telephones. Full bath in 2 bedroom apartments. Disabled unit. Microwave and Video Hire.

ALICE SPRINGS



The Alice Springs named after Charles Todd's wife Alice and the old telegraph station



TRANSPORT HERITAGE CENTRE - ALICE SPRINGS

Just 8kms south of Alice Springs.

Telephone (089) 55 5047

OPEN 7 DAYS 9.00am - 5.00pm. Entry Fee Applies

Fax (089) 55 5220

Nowhere has transport played such a vital role than in the Outback. Now you can take a journey into a bygone era and experience part of Australia's transport heritage at MacDonnell Siding, home of

THE OLD GHAN TRAIN AND MUSEUM

Relive yesterday's adventures with a ride on the Old Ghan.
Departs 10.00am Wednesday, Thursday, Friday and Sunday* to Mt Eriva (10kms) - Returns approx 11.45am. Browse through the Old Ghan Museum housed in a recreation of a 1930's railway siding. Enjoy Devonshire Tea in the station tea rooms.

(*conditions apply).

THE ROAD TRANSPORT HALL OF FAME

An outstanding tribute to the men, women and their great machines who pioneered Australia's road transport development such as Kurt Johannsen's legendary Diamond T road train complete with Kurt's ingenious self tracking trailers. Or the beautifully restored 1934 AEC Government road train - one of a kind. And the classic B model Mack - the truck that tamed the outback and revolutionised Australia's road transport industry.

ALICE SPRINGS



Aerial view of Alice Springs

MELANKA

LODGE MOTEL

94 Todd Street Alice Springs Phone (089) 52 2233 Fax (089) 52 3819

STUART TCE HARTLEY ST GREGORY TCE TODD MALL
Coach Terminal TODD STREET
MELANKA

Your Red Centre Location

Rooms from \$40

1995 Winner
Northern Territory Tourism
Brolga Award
Tourism Excellence

- Budget Motel ● In the heart of Alice Springs
- 90 Airconditioned Rooms ● Deluxe family rooms accommodating up to 6 people
- 2 swimming pools ● gymnasium ● BBQ Areas ● Licensed restaurant ● Nightclub
- Greyhound/Pioneer Bus Terminal ● Airport/Coach/Rail courtesy Pick-up

MELANKA'S ALICE SPRINGS BACKPACKERS RESORT

For those on a budget there is an international backpacker section which offers everything from dormitory style accommodation to twins and doubles with shared facilities.

ALICE SPRINGS



GAPVIEW RESORT HOTEL

Gap Road, Alice Springs

Telephone (089) 52 6611

Fax (089) 52 8312

Toll Free (008) 89 6124

To make your stay a pleasant one,
GAPVIEW RESORT HOTEL offers:

All rooms air conditioned, Queen size beds.

Colour TV and videos, Guest Laundry

2 Swimming pools. BBQs.

Tennis Courts

(Night or day - Rackets can be hired at reception)

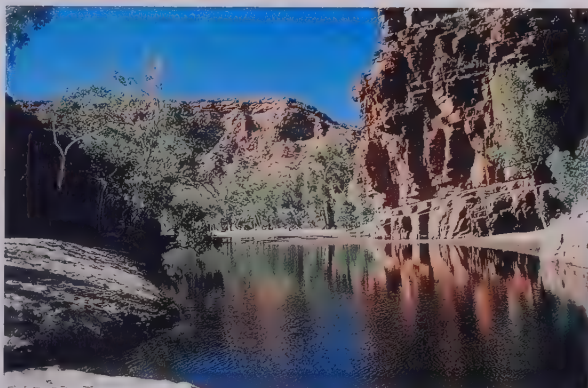
Sky Channel, Pub, Tab. EFTPOS

Budget Accommodation available

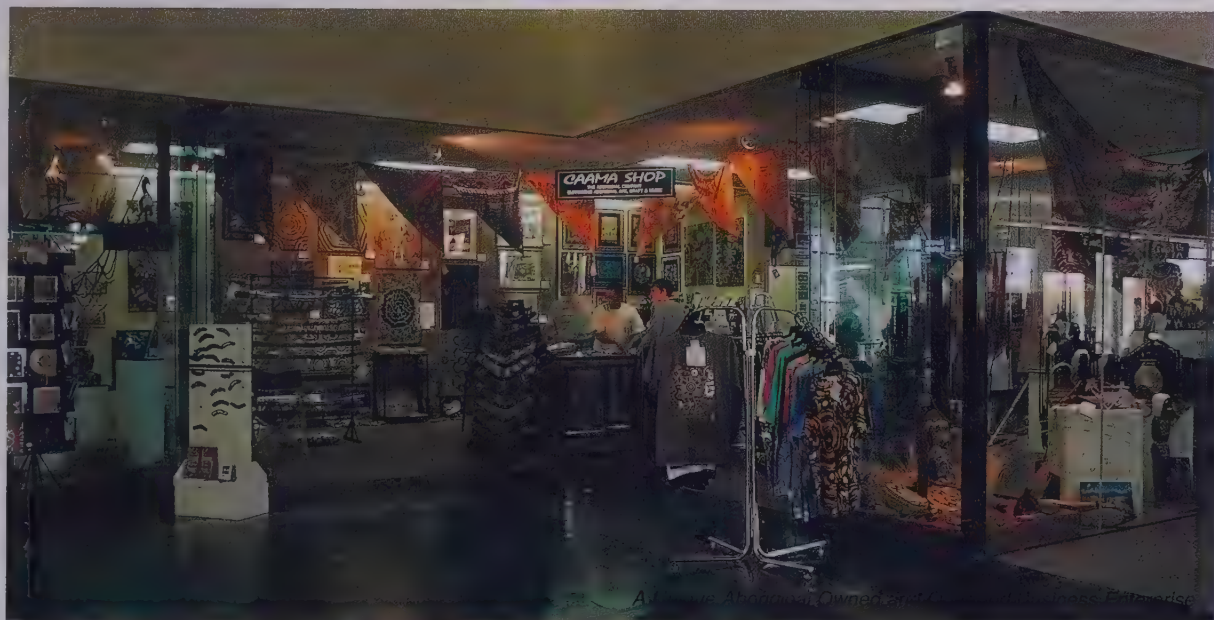
The Barn Family Restaurant - Buffet style lunches and dinner.



Arlunga historic gold mining settlement



Trephina Gorge



CAAMA SHOPS

Alice Springs Airport

and

Yeperenye Shopping Centre

Alice Springs

Hartley Street, Alice Springs

Telephone (089) 55 5477

Telephone (089) 52 8773

Visit CAAMA for:

Genuine Aboriginal Art and Craft. Caama Designed Clothing, Caama Music. Books.



ALICE SPRINGS



MACDONNELL RANGE HOLIDAY PARK

Palm Place, Alice Springs

Telephone (08) 8952 6111

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Ensures you an enjoyable stay!

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Winner NT Broga Award in 1989, 90, 91, 92, 94, 95 and National Tourism Award 1992 Budget Accommodation.



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4 Traeger Ave, Alice Springs

★ ★ ★
3 Star Rating

Telephone (089) 52 1588

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20 warmly styled rooms, all with ensuite, serviced daily. All have tea/coffee making facilities, colour TV, IDD/STD phones, reverse cycle airconditioning, mini bar, fridge, hairdryer, and safety deposit. Non smoking rooms available.

Restaurant with Mediterranean flavours. Tour desk.

Undercover and shaded car parking right outside your door.

Your home away from home.



MacDonnell Ranges



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Palm Circuit Alice Springs

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FRONTIER CAMEL TOURS

Ross Highway (4 kms from Alice Springs)

Telephone (089) 53 0444

Camel Museum. Arid Reptile Display, Kangaroo Enclosure, Take a Camel out to Dinner or Breakfast.

1 Hour Rides. 3 and 6 Day Camel Safaris.

Open 9.00am-5.00pm 7 days

Guided Tour 10.30am & 2.00pm (includes short ride)

ALICE SPRINGS



MUSEUM OF CENTRAL AUSTRALIA

Top Floor, Alice Plaza, Alice Springs

Telephone (089) 51 5335

The Museum has an extensive display relating to Central Australia.

Fossils which were found in local area.

Native Animals and Meteorites.

Open 7 Days 10am - 5pm

Admission \$2 Adults Children under 15 free.



THE DESERT ROSE INN

★★★★

Alice Springs most centrally located Motel/Apartments.

Accommodation ranges from budget rooms to luxury family apartments complete with kitchen:-
microwave oven, ensuite with bath, double bed and 2 single beds, private balcony, colour TV, and STD phones. Elevator to 1st and 2nd floors. There is a licensed restaurant, pool and spa and guest laundry.

15 Railway Terrace

Ph: (089) 52 1411

Free call

1800 89 6116

Fax: (089) 52 3232



DESERT PALMS RESORT

Barrett Drive Alice Springs

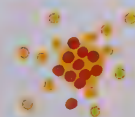
Freecall 1800 678 037

Telephone (089) 52 5977 Fax (089) 53 4176

Self Contained Villas

We are located just 1km from town and entertainment hotspot Lasseters Casino is within 300m.

Our back yard is the Alice Springs Golf Course - honorary social membership is offered to our guests who are welcome to use the Club's dining and bar facilities.



Aboriginal Art & Culture Centre

86 Todd Street, Alice Springs

Telephone (089) 52 3408

Tax (089) 53 2678

Authentic Aboriginal Art and Craft.

Come and experience genuine Aboriginal culture -

Our friendly staff will be happy to assist.

The Aboriginal Art & Culture Centre is Aboriginal owned and operated.

HERMANNSBURG The First Mission in the Northern Territory

Hermannsburg was established over 120 years ago. In 1876 missionaries Frederick Kempe and Wilhelm Schwarz, newly arrived from Germany left Bethany in the Barossa Valley. They took cattle and sheep but because of drought conditions reached the Finke River 20 months later. Conditions were difficult. The Aborigines were nomads however the missionaries persevered with learning their language and teaching the Christian faith. After 12 years Schwarz left; Kempe too, left after his wife and son died.

Pastor Carl Strehlow arrived in 1894 and, with his wife and others continued the teachings. He translated the Bible and hymns into Aranda language. Children were taught English and to read and write. Adults could learn a variety of trades. At the time, European settlers struggling to establish cattle stations took control of waterholes and ran cattle on the hunting grounds. As time passed, stout resistance was encountered. When spearings and cattle killings occurred both settlers and police took retaliatory action. As more and more settlers moved in with cattle, Aboriginal people were forced to retreat from their traditional lands. Hermannsburg then took on great strategic value, becoming a haven of refuge for the dispossessed groups. Pastor Strehlow worked there for 28 years. Becoming ill, he requested a replacement missionary and a car to take him south for medical treatment. Neither arrived and so they finally set out in the heat with horses and cart on the four week journey to catch the fortnightly Oodnadatta train. The whole congregation sang his favourite hymns and many followed the cart for miles. The cart reached Horseshoe Bend where Pastor Strehlow died.



Pastor Albrecht, Doctor Duguid and Reverend Monroe ready to leave on the Haast Bluff trip

The mission carried on. Four years later in 1926 Pastor Albrecht arrived and together with his wife and others, continued with the same commitment. During 1929 there was a very bad drought. Many Aborigines, children and adults alike, died from a mysterious disease. It was found to be scurvy, caused by a vitamin deficiency from lack of bush plants. Oranges were sent from Adelaide. A pipeline with water for the garden was essential. Although expensive, it was achieved with help from well-wishers. Pastor Albrecht introduced tanning of hides and bootmaking. Art was encouraged. A talented young Albert Namatjira went out as camel boy to learn painting from visiting artist Rex Batterbee. The mission gave every encouragement and



Albert Namatjira with friends

helped with exhibitions. He became Australia's most famous Aboriginal artist.

Many times Pastor Albrecht travelled over 200 miles by camel to visit outlying nomadic people. On one such trip he invited Doctor Duguid who had often helped with medical problems. He brought the Presbyterian Reverend Monroe. They visited numerous camps. Months later, when introduced to the "new owner" of this land Pastor Albrecht was appalled. In disbelief he was shown the lease agreement. He knew hunting grounds, waterholes and cattle did not mix. It would mean devastation for the Haast Bluff people. He wrote, protesting to the Government Minister and others. No result! After a very strong telegram from Dr Duguid, the Minister paid him a visit. Dr Duguid spread out



Pastor Albrecht with congregation. Note the bell. As there was no money for a bell tower, Pastor Strehlow planted trees

photos of the Aborigines they had visited. "These are the people you are going to kill" he said. Consequently the lease was cancelled and the people stayed. Four years later, the Haast Bluff area was declared an Aboriginal reserve. During his time at Hermannsburg, Pastor Albrecht had the gratification of seeing many Aborigines live very rewarding lives. He was awarded an MBE for his work.

Many other conscientious, selfless people, both Aboriginal and European, too worked over the years. In 1982 Hermannsburg was handed over to Aboriginal people. Some now live a more traditional lifestyle in outlying areas. Hermannsburg continues to be the hub and plays a vital role.

Winner of 1995 Territory's Tidiest Town



WALLACE ROCK HOLE

an Aranda Aboriginal Community

Camping Ground and Caravan Park

Located 117km west of Alice Springs

Telephone (089) 56 7415

Fax (089) 56 7491

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Beautiful scenery and Native Animals.

Gas and Wood BBQs, Wood for fire, Swag Hire, Ice,

General Store, Aboriginal Souvenirs,

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Ring for Bookings of Special Tours

BILLY-TEA ROCK ART TOUR

Kangaroo Tail Cooked in the ground and Damper.

At the right time of year sample Bush tucker

No Alcohol. Open 7 days a week.



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last year, no one knows
the Northern Territory better.*



*AAT King's offers the widest range
of tours from 1/2 a day
to 37 days to just about everywhere in
the Northern Territory. So choose the experts
for your Northern Territory holiday.*



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AAT 1959



HERMANNSBURG

130ks west of Alice Springs

Telephone (089) 56 7402

Visit Historic Mission Precinct, established 120 years ago. Part of Central Australia's heritage. Kata-Anga Tea-Rooms. Art Gallery with paintings by the Albert Namatjira family and others. Aboriginal artefacts and souvenirs.

Hermannsburg also offers: Store, Fuel, Take-Away, Telephone, Garage, Public Toilets, Police, Clinic.

No Alcohol

Entry \$3.50

GATEWAY TO 4WD COUNTRY

Access to Palm Valley

Boggy Hole

Kings Canyon

Western MacDonnells

Ipolera & Gosses Bluff

Mereenie Tour Pass

available from Kata-Anga

Tea-Rooms

ALICE SPRINGS



STANDLEY CHASM

Located 50kms by sealed road from Alice Springs.
Open all year, except Christmas Day. 7.30am - 6.00pm.
Kiosk under shady trees on a creekbank.
Hot and cold food. Souviners, Toilets, BBQ's, Wallaby
Feeding 9.30am daily.
Resident Dingo.



RED CENTRE RESORT

North Stuart Highway (5 ks north of Alice Springs)
Telephone (089) 52 8955 Fax (089) 52 8300

Set amongst 7 hectares of Central Australian landscape, the Resort offers motel accommodation (75 units, 24 kitchenette units, bunkhouse/backpacker lodges and campsites).

Resort facilities include:

- 2 Restaurants and Poolside Bar,
- Swimming pools and floodlit tennis court.
- BBQs.
- Courtesy Shuttle.

STREHLOW RESEARCH CENTRE

Reflections of a rich Aboriginal culture and the evocative story of a man whopursued it



Open 10.00am to 5.00pm Daily - Last Admission 4.30pm
Adult: \$4.00 Child & Concession: \$2.50 Family: \$10.00

Corner Larapinta Drive and Memorial Avenue,
Alice Springs, N.T. 0870. Telephone (089) 51 8000



Explore the Alice with THE ALICE WANDERER

Telephone (089) 52 2111

70 minute continual loop of all major attractions.

Stay on the bus for a quick tour or hop off and explore the places that interest you.

Catch the Alice Wanderer at the southern end of Todd Mall.
Departs 9.00am, 10.10, 11.20, 12.30, 1.40, 2.50.

Pick-ups arranged at your accommodation before 9.00am
and return drop-offs between 4.30 and 5.30pm.

CENTRE SIGHTSEEING TOURS

Half Day Tour Bookings Telephone (089) 52 2111

Explore Stanley Chasm and Simpsons Gap.

Enjoy scenic photo stops and unique wildlife.

THE STUART HIGHWAY up the track

Few projects can compare to the sheer size and man hours of building the highway between Alice Springs and Darwin in 1940 - one of Australia's most ambitious projects.

The bombing of Darwin had caught Australia completely unaware. At that time the only road was across very desolate sandy desert country to swamplands in the north, War hostilities made travel by sea too dangerous. Troops, trucks and supplies were brought to Alice Springs by rail and overlanded in convoys.

Construction of the track was a wholly Australian undertaking by the Allied Works Council with the Transport Departments of the different states. Work began at the end of September and was ready in December 1940. However this "90 day wonder" broke up with the heavy conveyances and had to be reconstructed. Loaded trucks ploughed through bulldust up to their running boards or became bogged to their axles in the north. At times there were more than 300 trucks banked up. The sealing of the road was completed by the beginning of December, 1943.

At that time, 100,000 Australian and American military personnel were in the Top End with a further 68,000 in Central Australia. Nearly 400,000 troops moved up and down in the endless stream of convoys from 1941-1945. About 88 convoys with up to 28 trucks left Alice Springs every month. The last of the convoys rolled into Adelaide from the Northern Territory in March 1946

In four years the road had been cleared, rolled, widened and sealed. Much of the Stuart Highway follows the same route today.



Solar car on the Stuart Highway during the 1993 Solar Car Challenge Race.



Convoys on "the Track".

DISCOVER THE UNDISCOVERED

Just as the prospectors looked for precious minerals, many people today like to try their luck at fossicking. The gem, gold or precious stone you find yourself has a great deal more value for you.

Recreational fossicking is non-commercial and means to search for gemstones or fossils by using only hand-held instruments to the depth of one metre.

How to Get Started:

Visit the **Department of Mines and Energy** to collect your permit

Offices are: Centrepoint Building in the Mall, Darwin, 58 Hartley Street, Alice Springs and Corner Patterson/Davidson Street, Tennant Creek.

As a fossicker, you are permitted to search for or extract gemstones and semi-precious stones from within designated fossicking areas and crown land. A fossicker may only prospect for and retain gold within a mining tenement with a holder's written permission.

The Mines and Energy Department has helpful maps and pamphlets on fossicking in the Northern Territory and examples of gems and minerals are on display. Basic equipment may include a pick, magnifying glass, geological hammer and small drum.

Consider the usual courtesies before entering private property. Prepare your vehicle and take necessary supplies and safety precautions to ensure you have a successful and trouble-free trip.

FIND YOUR OWN GEMS

Gem Fossicking Equipment for Hire
Be Shown How to Fossick and What to Look for
Caravan Park
Modern Clean Amenities
On Site Vans
Open Campfires
Shop
Fuel



THE GEMTREE

Caravan Park & Nearby Gemfields
Plenty Highway. Only 140ks NE of Alice Springs
(bitumen Road)
Telephone (089) 56 9855 Fax (089) 56 9860

BARROW CREEK TO TENNANT CREEK



BARROW CREEK HOTEL

Stuart Highway, Barrow Creek

Telephone (089) 56 9753

Fax (089) 56 9845

Outback hospitality at Pilton's Hilton. The beer and drinks are cold.

There are meals and snacks. Of interest in the historic hotel is the Bush Bank, quaint posters and cartoons and army memorabilia.

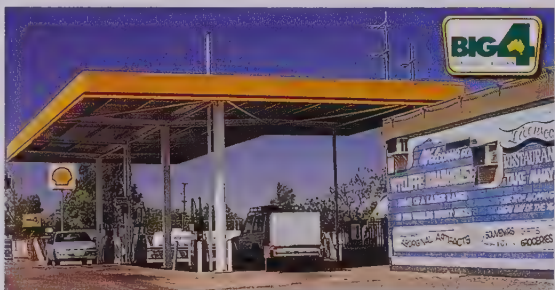
Accommodation. Caravan Park area with powered sites. Camping. Fuels and autogas. Tyres and towing service. EFTPOS.



Barrow Creek Telegraph Station

Barrow Creek to Tennant Creek

The telegraph stations at Barrow Creek and Tennant Creek were built in 1872 and 1874 and are two of only three such buildings still in good condition. They are well worth a visit.



WYCLIFFE WELL HOLIDAY PARK

Stuart Highway, Wycliffe Well

Telephone (089) 64 1966

Drive through sites with TV and Sullage. Spotless Modern Amenities. Lawned Camping Sties. Air Conditioned Cabins and On Site Vans. Licensed Restaurant. Large Indoor Pool. EFTPOS. Gas. Fuel.

Largest Range of Beer in Australia!



TENNANT TOURS

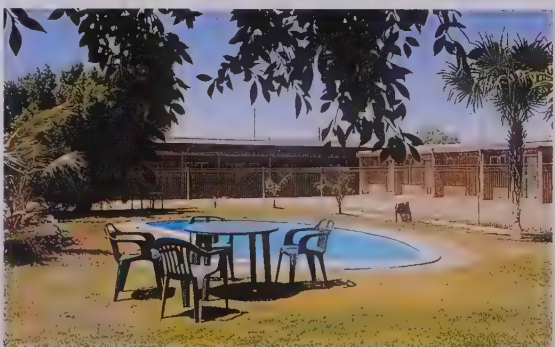
Transit Centre, Tennant Creek

Telephone (089) 62 2358

* Gold Mining Tour

* Town Tour * Bush Tucker Tour

* Evening Gold Mine Tour Under the Stars



ELDORADO MOTOR LODGE

Paterson Street, Tennant Creek

Telephone (089) 62 2402

Fax (089) 62 3034

82 Air Conditioned Rooms (including 3 Disabled Units). Licensed Restaurant and Bar. Swimming Pool and BBQ Area. Guest Laundry.



GET YOUR FREE GIFT

Present this book at the Information Centre in Tennant Creek

Shop 1, Coach Transit Centre, Tennant Creek or at the Gold Stamp Battery.

TENNANT CREEK REGION

The “Golden Heart” of the Territory

John McDouall Stuart Country

The friendly town of Tennant Creek, population 3,600, rests just south of the McDouall Ranges. These ranges, along with the highest peak in the area, Mount Samuel which was named after Stuart's brother, are just two of the many landmarks named by Stuart.

Australia's Last Great Goldrush began in the 1930's at Tennant Creek. The only building there up until that time was the Telegraph Station.

TODAY THERE IS MUCH TO SEE AND DO IN THE TENNANT CREEK REGION.

TENNANT CREEK

Tours include **Gold Mines by Day or Night**, **Find Your Own Gold**, **Horse Riding and Cattle Drive**, the **Gold Stamp Battery** - working ore crushing plant with museum, bush walk and other attractions, **Bush Tucker** and the **Devils Marbles Tour**.

Attractions include the Mary Ann Dam recreation lake, with a scenic 5km bike/walking path through the ranges, the Pebbles, Museums, statues, lookouts, historic walk, handprints in concrete, rock and painting collections, Nobles Nob open cut mine and more.

IN THE REGION

Travelling the Stuart Highway there is plenty to see. The world famous Devils Marbles are 106kms south of Tennant Creek. There are native animals UFOs and more at Wycliffe Well, historic pubs at Wauchope and Renner Springs (also Lubras' Lookout and the "springs" at Renner), John Flynn Memorial at Threeways, Elliot - green and shady town with all services; Newcastle Waters historic droving town; unique Golf courses at Tennant Creek, Elliot and Barkly Homestead on the Barkly Highway. There are many historic landmarks on the highways marked by plaques and monuments, so take your time.

For More Information contact

The Tennant Creek Visitor Information Centre

Telephone (089) 62 3388

Shop 1, Coach Transit Centre, Tennant Creek



SAFARI LODGE MOTEL

Davidson Street, Tennant Creek

Telephone (089) 62 2207

Fax (089) 62 3188

Centrally located motel with 19 air conditioned, ground level units with private facilities. BBQ, Spa. Laundry.

Next door to Dolly Pot Inn Restaurant.

Budget Accommodation also available.

Owner/operators: Kym and Jenny Cook



OUTBACK CARAVAN PARK

Peko Road, Tennant Creek

Phone (08) 8962 2459

All modern facilities with outback hospitality.

En Suite Cabins. Shady Drive Thru Sites.

Campers welcome. Mini Mart. Pool.

TENNANT CREEK TO RENNER SPRINGS



NORM'S GOLD AND SCENIC TOURS

with Norm or Jill. Tours Depart from Tennant Creek.

Telephone (089) 62 2719 or Visitor Centre (089) 62 3388

The GOLD Tour Enter an early goldmine, see modern gold recovery.

Miner's Lunch.

The Devils Marbles Tour late afternoon. Explore the world famous Marbles.



HALF DAY CATTLE DRIVE

at Juno Horse Centre, Tennant Creek - Sundays

Book ahead - Telephone (089) 62 2783 or the Visitor Centre (089) 62 3388

This unique tour includes bush breakfast, bush tucker explained and the exciting ride as you help drive a small mob of cattle through the bush to the yards.

Midweek Trail Rides or Sulky Rides available - Bookings only

Special Tours by arrangement.

During the building of the Overland Telegraph Line, Doctor Renner, the medical officer noticed an unusually large gathering of birdlife and discovered the mud springs, now Renner Springs.

A few years later, so the story goes "the Tennant Creek postmaster Giles and his associate were travelling with the mailman. They camped and during the night their horses wandered off leaving the three men stranded with their buckboard. The mailman set out early the next day to retrieve the lost horses, to no avail. While the mailman was away, the postmaster took what water they had and returned

on foot to Renner Springs. When they heard the news of the lost mailman, the Ragged Thirteen, headed by Tom Nugent rode out to try to save him, only to find that he had returned to his horseless buckboard and perished there due to lack of water. The Ragged Thirteen were enraged by this and on their return to Renner Springs took the law into their own hands and shot the postmaster, taking a life for a life. The headstone can still be seen by the Renner Springs rodeo arena. Tom Nugent's grave is at the Tennant Creek old Telegraph Station".

Courtesy of Jack Chambers, life member of Australian Stockman's Hall of Fame



Burnt Shit Mine, Tennant Creek.



RENNER SPRINGS DESERT HOTEL MOTEL

Stuart Highway, Renner Springs

Telephone (089) 64 4505

Fax (089) 64 4525

Renner Springs Desert Hotel Motel is a charming wayside inn offering clean comfortable air conditioned, self-contained accommodation, camping, hotel facilities, restaurant, fuels (including gas), ice and take-away food. Sandwiches are made with our own home-baked bread. Visitors to Renner Springs can be assured of a warm and friendly welcome in cool and pleasant surroundings. Located on the Stuart Highway - 160km north of Tennant Creek and 93km south of Elliott. EFTPOS Facilities, BP Card, Defcom Card.

DUNMARRA TO DALY WATERS AND LARRIMAH



DUNMARRA WAYSIDE INN

Stuart Highway, Dunmarra
Telephone (089) 75 9922

Our friendly service and facilities includes:

- Fuels and Autogas.
- Licensed Restaurant.
- Take-away Food.
- EFTPOS. Shellcard
- Budget airconditioned Motel
- Caravan Park
- OPEN 6a.m. - 12p.m.



HISTORIC DALY WATERS PUB

Telephone (089) 75 9927

Fax (089) 75 9982

"Home of the Beef and Barra"
Caravan Park and Rooms. Pool.

You will have a hard task to find a better meal anywhere in the Territory! If the collectables on the walls could talk, there would be some entertaining stories, however mine host Bruce might sing. Either way your visit is bound to be memorable.

Dunmarra to Daly Waters

The Country just near Dunmarra was where John McDouall Stuart had such a difficult time in locating water in the bulwaddy and lancewood scrub, before eventually reaching Daly Waters.

It was just south of Dunmarra that the momentous occasion of joining the Overland Telegraph Line occurred. A marker can be seen.

At Daly Waters there is a tree marked by Stuart's party with his initials. Daly Waters was the site of one of the repeater stations on the telegraph line. It was also the site of an international airport in the 1930's and an important refuelling stopover.

During the war Daly Waters was a busy place for the RAAF with units heading to the combat zones as well as evacuees on their way south. At times, up to 6 aircraft landed every 15 minutes. The mess buildings and hangars are still there.



Lancewood Scrub

Larrimah

Larrimah was Australia's largest staging post during the war and became the railhead due to the inaccessibility in the wet of the more southern Birdum. American headquarters were set up in Birdum for a time. No 45 Australian hospital was set up 5.5kms south of Larrimah and a repeater station to boost direct communications was near the rail siding. All that remains today is the Gorrie airstrip. The Larrimah Museum has some interesting displays of the era.



OLD LARIMAH POLICE STATION MUSEUM AND TEAHOUSE

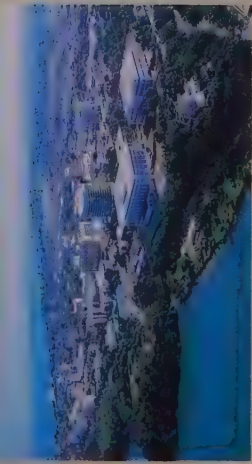
Larimah

Telephone (089) 75 9945

Meet the "resident"!

Enjoy Fran's homemade tasty meals, pastries, pies, cakes, scones, waffles and more.

Home made drinks.
Delicious!



Darwin



Annabarroo Billabong



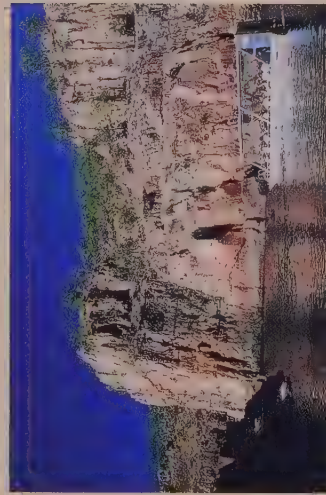
The Escarpment, Kakadu



Kakadu



Twin Falls, Kakadu



Nitmiluk (Katherine Gorge)



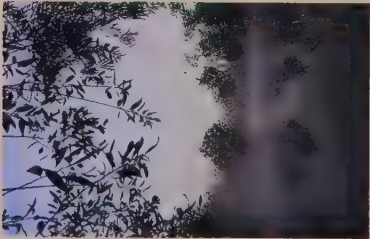
Ant Hills, Litchfield Park



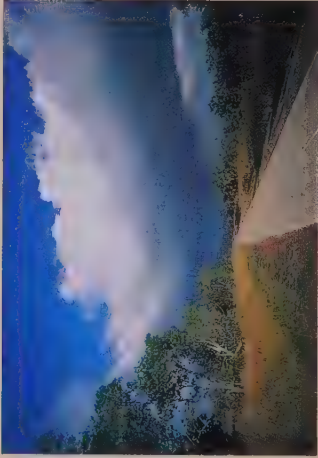
Road Train



Litchfield Park



Douglas Hot Springs



Water Lilies



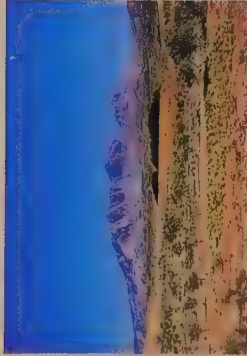
Outback Sunset



Devils Marbles



The Jones Store, Newcastle Waters historic driving town.

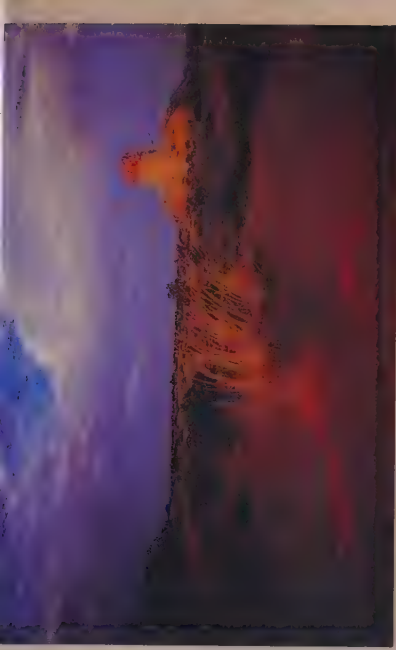


The MacDonnell Ranges



Centralian Wildflowers





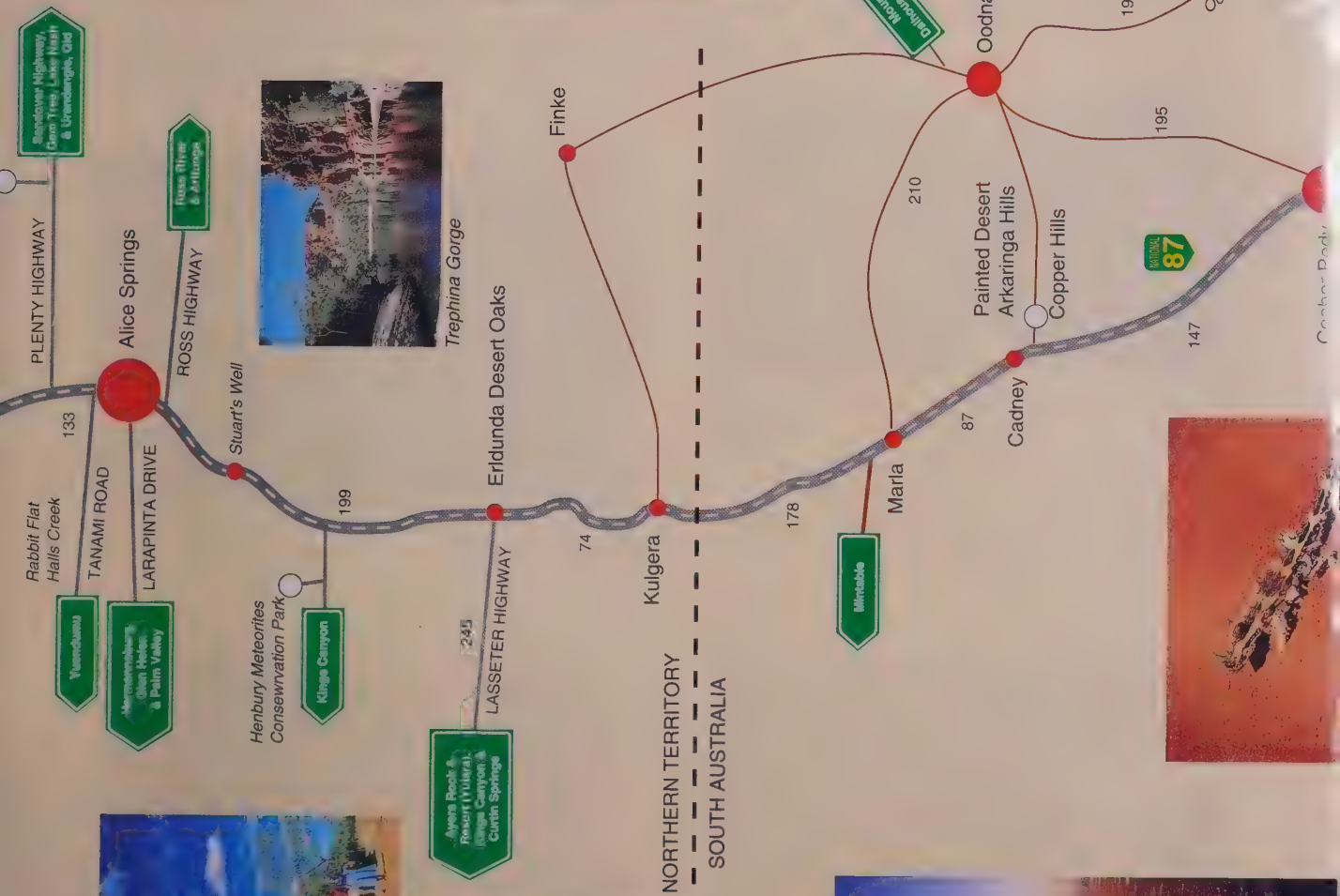
Chambers Pillar



Outback South Australia



The Algebuckina Bridge



Palm Valley



Kings Canyon

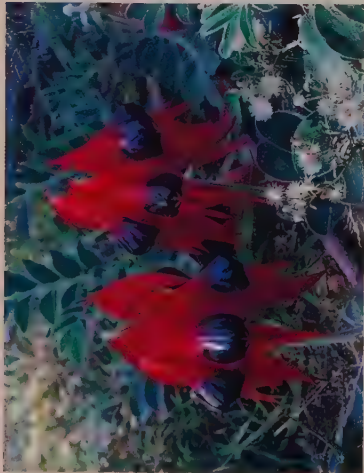




Ayres Rock (Uluru)



Thorney Devil



Sturt Desert Pea



The Breakaways

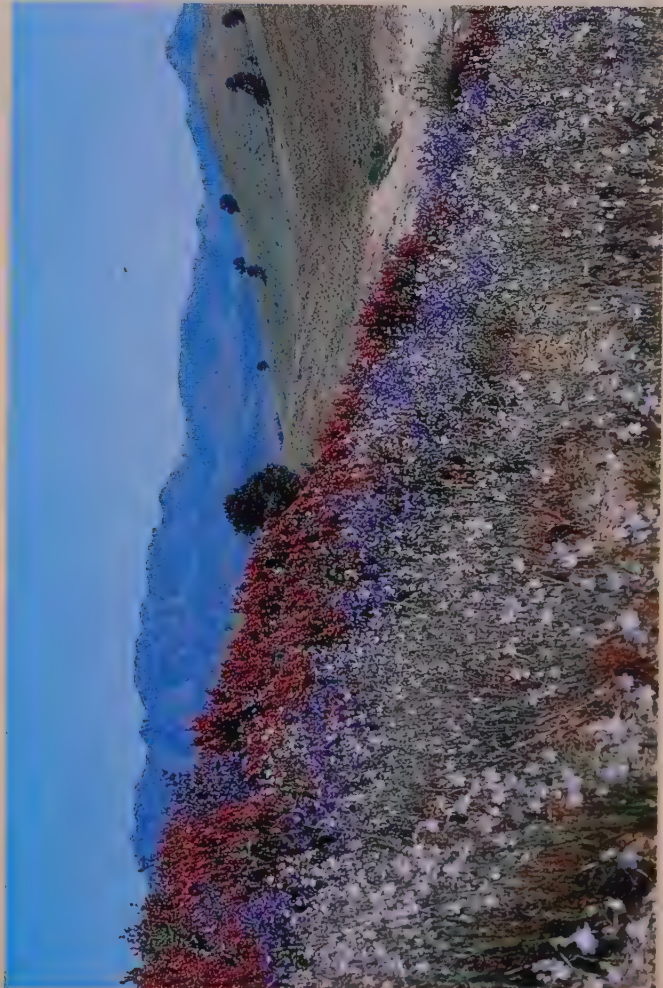


Farina



Port Augusta

PLEASE NOTE
 Fold-out guide is for
 general use only.
 A detailed map should
 be used when travelling
 in remote areas



Flinders Ranges

KATHERINE



- Take a walk back in time and experience some of the Territory's unique history
- Explore the land of the Never Never
- Walk a Heritage Trail
- Meander in our many museums
- Visit the home of one of our early settlers *Call in to the*

Katherine Visitor Information Centre

Corner Stuart Highway/Lindsay Street

Telephone (089) 722 650

Fax (089) 722 969

MANYALLALUK

THE DREAMING PLACE

Come and Share our Culture

- TOURS ARE EX-KATHERINE AND DARWIN
- TOURING WITH ABORIGINAL COMMUNITY INVOLVEMENT
- ONE AND TWO DAY CULTURAL TOURS
- FIVE DAY TOURS EX-DARWIN, THROUGH KAKADU OR LITCHFIELD
- * CAMPING
- * CARAVAN SITES
- * TOILETS AND SHOWERS
- * SWIMMING
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1993, 1994 and 1995
Winner
Northern Territory Tourism
Brolga Award



1993 and 1994
AUSTRALIAN
TOURISM AWARDS

MATARANKA TO KATHERINE



Replica of the Elsey Homestead

The Never-Never Country

John McDouall Stuart described this region as “simply magnificent”. He came to the lush green area after travelling through arid country.

The Mataranka Thermal Pool, part of the Elsey National Park is a constant 34°C. The crystal clear water flows at a 22.5 million litres per day and a swim here is an experience not to be missed.

The book and film “We of the Never Never” by Jeannie Gunn is the story of her life here on the Elsey Station in 1902. She was a city girl and came to join her husband Anear, the manager of the station. Jeannie was the only white woman there and she was fascinated by the Aborigines and other characters she met. Sadly, tragedy struck and she left after only fourteen months.

A replica of the homestead used in the film can be seen near the thermal pool and Mataranka Resort and the old Elsey Station Cemetery is a few kilometres out of town.



STOCKYARD GALLERY

Mataranka

Telephone & Fax (089) 75 4530

Shady Tea Garden with Coffee Lounge Menu.

You are welcome to browse, Award Winning Territory Artists. Aboriginal Artefacts, Souvenirs.

Meet “The Fizzer”!



The tranquil clear waters of the Roper is ideal for swimming, canoeing and fishing. Riverside walks too, make a visit to the Elsey National Park very enjoyable.

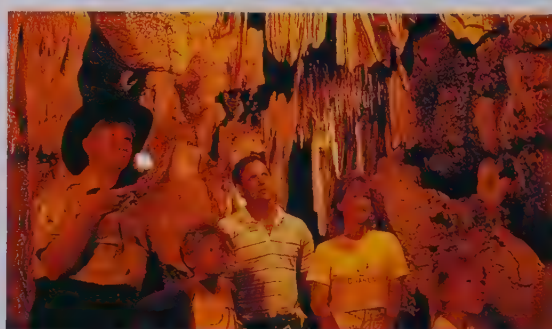


ROPER RIVER ADVENTURE TOURS

Stockyard Gallery, Mataranka

Bookings Telephone (089) 754 530 or (089) 75 4538

Cruise the beautiful Roper River through the worlds largest stand of Livistona Rigida Palms on historic Elsey Station. Sight fresh water crocodiles, birds, fish, waterlilies and an abundance of flora in the Never-Never land.



CUTTA CUTTA CAVES

Located 27ks south east of Katherine.

Telephone (089) 72 1940

Fax (089) 72 3401

The Territory's only publicly accessible tropical limestone cave with beautiful formations of stalactites and stalagmites. Open 7 days. Guided Tours 9.00, 10.00, 11.00, 1.00, 2.00, 3.00. Picnic facilities. Drinks and Icecreams.



Wing Commander A.R. Tindal

RAAF Base Tindal



While visiting the Top End, you will witness the presence of the Royal Australian Air Force in the form of various military aircraft in the skies.

Due to security reasons, Royal Australian Air Force establishments are not accessible to the public except on advertised open days and air shows, or on a case by case basis with prior written approval from the Officer Commanding.



Tindal in the Northern Territory is one of the nation's most important defence installations. The base is about 17kms from the centre of the town of Katherine and about 320kms by road south-east of Darwin.

Tindal occupies an area of 122 square kilometres, 75kms around the perimeter fence. Originally known as Carson's Airfield, Tindal was built during World War II as one of a number of airfields in the Northern Territory to support allied bomber operations. Construction began in mid 1942 and was completed in 1944, however it was not used operationally.

Reconstructions and extensions were undertaken by No 5 Airfield Construction Squadron in October 1963 and completed in 1970. The Airfield was named after Wing Commander A R Tindal, who was killed in action during the first Japanese air raid on Darwin in February 1942.

In March 1984 the government decided to build a new RAAF Base at Tindal and construction commenced in September 1984. The location was seen to have important operational and environmental advantages over other sites. Tindal, for example, is sufficiently distant from the coast to be essentially unaffected by tropical cyclone activity. The Base's location offers considerable natural protection and an environment that enhances the quality of RAAF flying operations.

Tindal has some 770 service personnel and civilians. It includes a large support element (No 322 Air Base Wing), No 75 Squadron, equipped with F/A-18 Hornet aircraft, No 1 Air Field Defence Squadron (1AFDS), and No.1 Operational Support Unit, Operational Facilities Flight, Detachment B.

KATHERINE

Springvale Homestead

8kms from Katherine via Zimin Drive, then Shadforth Road. The homestead was the destination of pioneer Alfred Giles, who took 19 months to drive the first cattle and sheep to Springvale from Adelaide, in what was one of the Territory's most epic droving treks.

The homestead is the oldest still standing in the territory and is surrounded by Indian Raintrees, planted by Giles' wife Augusta, one for each of her children. Tours: Free, short walking tours daily April - October 10.00am & 2.00pm.



REDGUM CARAVAN PARK

42 Victoria Highway, Katherine

Telephone (089) 72 2239

Fax (089) 72 2385

The closest park to town centre.

Shady park with grassed powered sites. Modern amenities. Budget cabins. Licensed general store with the coldest beer in town and a well stocked supermarket/deli with hot take-away food. Open 7 days 6am-9pm.



The plane used by Flying Doctor Clyde Fenton.

KATHERINE MUSEUM

Gorge Road, Katherine

Take a step back in time!

Large collection of memorabilia.

Open 10am - 4pm Mon-Fri and 2pm-5pm Sunday.



Your host John Robinson
welcomes all visitors to Katherine



KNOTTS CROSSING RESORT



1995 Winner
Northern Territory Tourism
Brolga Award
Motoring Accommodation

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KATHERINE NT 0850

Telephone (089) 722 511

Fax (089) 722 628

Wirra Wirra Winery
Best Restaurant



- * Executive Suites
- * Large Family Rooms
with Cooking Facilities

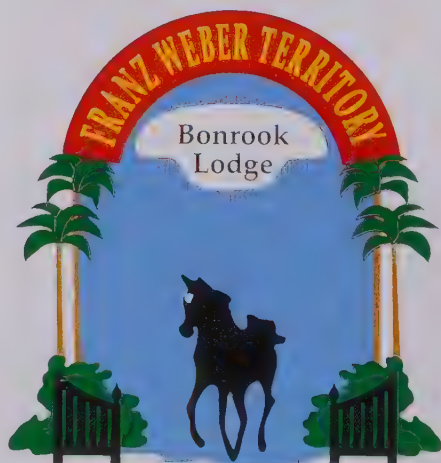
- * Budget Cabins
- * Caravan & Camping
Sites with ensuite
- * Disabled Rooms

- * Swimming Pool & Spa
- * Mandarapa Restaurant
- * Convention Facilities

- * Motel Rooms
- * Katies Bistro
- * Licensed Pool Bar



The Swiss based FRANZ WEBER FOUNDATION purchased the run down station in 1989 and developed it into a sanctuary for persecuted Australian brumbies and a natural reserve for native wildlife in response to the international outcry against the brutal helicopter shootings of the wild horses.



BONROOK LODGE FRANZ WEBER TERRITORY

Bonrook Station, Pine Creek

Telephone (089) 76 1232 Fax (089) 76 1469

Wild Horse Sanctuary and Accommodation Lodge - The Only Wild Horse Sactuary in Australia!

Visitors, passing tourists and staying guests from Australia and all over the world are welcomed to see the magnificent wild horses running free in peace and safety. Experienced riders as well as beginners and children will find steady saddle horses for trail riding on the ranch. Discover the brumbies' secret hiding places. Nothing can be more exciting and rewarding than an encounter with one of the wild mobs living and moving proudly in their beautiful environment.

There are 1 & 1/2 hour "brumby spotting" trail rides or nature trails to walk.

Bonrook Lodge built near the old homestead on Bonrook Creek has blossomed into a patch of paradise in the middle of the Top End bush. Set in beautiful landscaped gardens are 3 most attractive, comfortable guest houses with outside breakfast and dining terraces with garden bar and all day restaurant serving delicious meals; also a licensed bar, dance floor, two swimming pools and spas.

PINE CREEK Gateway to Kakadu



The Pine Creek Water Gardens

Pine Creek Gateway to Kakadu

The historical township of Pine Creek is in the heart of the gold mining country and the Southern Gateway to Kakadu. Pine Creek is the only original gold mining town from the gold rush days of the 1870s when gold was discovered during the construction of the Overland Telegraph Line. Today, modern sophisticated open-cut operations are again mining gold.

Shopping and other present day facilities are readily available in the town.

Pine Creek Museum, originally a mine warden's residence, gives a fascinating insight into the hardships of mining life and early days. At one time, close to 100

Europeans and 1500 Chinese lived in the district.

The Miners' Park is a unique display of historic, steam driven mining equipment from early days in the district. Visitors can take the "Goldfields Loop" road enroute to Darwin and view the original mining sites with historic interpretive displays.

Pine Creek Heritage Trail walk takes in the buildings of the era. One of these is an interesting corrugated iron structure built by Mr Ah Toy as a butcher shop; later used by the Army as a field bakery during the war.

The Mine Lookout overlooks the impressive site of the Pine Creek Goldfields Mine. A few steps further up, there are some old Chinese mine shafts, dug by hand.

At the other end of town is the original **Railway Station**



PINE CREEK DIGGERS REST MOTEL & LAUNDROMAT

Main Terrace, Pine Creek

Telephone (089) 76 1442

Fax (089) 76 1458

After May '96 (08) 8976 1442

Fax (08) 8976 1458

Fully self contained Cabins with air conditioning, TV, Phone.
In house Videos for your entertainment. BBQ Area. Rates are per cabin (1-5 people) and very attractive.



LAZY LIZARD TOURIST CARAVAN PARK

Pine Creek

Telephone (089) 76 1244

Modern facilities with grassed sites. BBQ area. Pool.

Take away food and general store.

Fuel and LPG.

PINE CREEK



complete with steam engine train and carriage. The adjacent National Trust building is the station master's house.

Ask about day trips and picnic spots nearby. A popular spot is **Copperfield Recreation Dam**, a few kilometres from town with ample shade, safe swimming and lawned picnic area. Ample parking for caravans and buses.

Umbrawarra Gorge is just 22km south west of Pine Creek. On arrival, you leave your vehicle and follow the walking rail. The Gorge is a fine example of sandstone rock faces. It's great for the adventurous rock climbers or just bushwalking and bird watching. The cool, fresh waters with sandy beds is the ideal place to cool off or picnic. Toilet facilities are available.

Pine Creek region is noted for its extensive birdlife; of particular interest is the rare golden shoulder/ant bed parrot which can be seen in the town parks and gardens.

Pine Creek is certainly worth seeing and you will be most welcome.



Step back in time at
GUN ALLEY MINING
Pine Creek Telephone (08) 8976 1221
Gold Panning and Operating Steam Engine



BILLY WILLIAMS' HARD ROCK CAFE
Pine Creek
Telephone (089) 76 1241
Call in for good food, Eat in or Take away.
Supermarket. Post Office.



GULF AIR
Telephone/Fax (089) 76 1222 (08) 8976 1222 From Apr. '96
Spectacular scenic flights to Kakadu via Gumlom,
Twin and Jim Jim Falls.
Umbrawarra, Daly River, Litchfield and Pine Creek
Joy Flights.

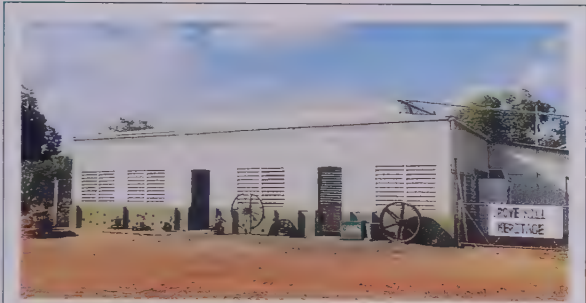
PINE CREEK TO ADELAIDE RIVER



Chinese prospector, Pine Creek

Great riches were expected when gold was discovered in the territory. Diggers arrived to find the climate hot and humid and carting their supplies in the “wet” was practically impossible. Some died of the fever that was prevalent. Although there was alluvial gold, much of it was deep in the reefs. To mine the reef gold, companies were floated to finance the expensive machinery needed and there were instances of swindles of keen speculators by promoters. Gold in some reefs was over estimated, rich reefs ran out and others did not succeed because of the exorbitant establishing costs. The Cosmopolitan, Eleanor and Virginia Mines were just a few that started with high hopes. By 1874, there were many failed mines. The dozen or so remaining recruited Chinese labour. Of the new arrivals, some left and joined miners working for alluvial gold, or started market gardens or found other work. Chinese miners returned rich to their homeland and further Chinese gold seekers arrived. As well as gold, copper, tin, silver and lead was also mined. The

Gold Rush 1872



GROVE HILL HERITAGE LICENSED HOTEL & MUSEUM

Grove Hill Siding (Turnoff between Pine Creek & Adelaide River)

Telephone (089) 78 2489

Fax (089) 78 2489

Hotel from a bygone era situated on original North/South Road in midst of Goldfield history.

Accommodation: Choice of Traditional or Modern. Camping. Excellent bird watching. Wildlife.

diggings and much of the machinery remain over a wide area, an epitaph to an era since passed.

Adelaide River War Cemetery was created especially for the servicemen and women who died on Australian soil during the war years. The stone at the centre of the cemetery is a Memorial to the Missing. During WWII Adelaide River was the headquarters of a large defence complex. Interpretive displays can be seen in the Adelaide River Railway Museum.

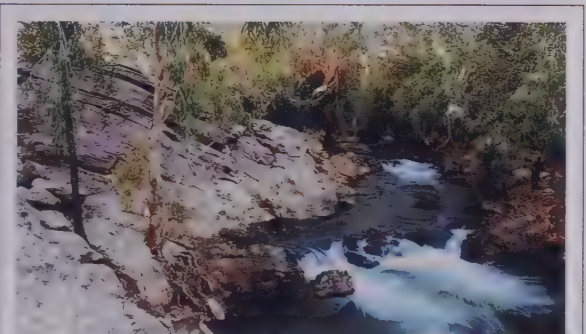


THE FRESH FOOD KIOSK

Opposite the Adelaide River War Cemetery
Adelaide River NT

Telephone (089) 76 7166

- * Meet Charlie the buffalo out of Crocodile Dundee
- * Dine on genuine saltwater local Barramundi
- * Play a genuine Arnhem Land didgeridoo
- * All Australian souvenirs
- * Try our home baked cakes and biscuits with a pot of Australian tea
- * Good fresh food with good old fashioned service
- * Shade trees. Toilets. Parking



THE CORN PATCH RIVERSIDE HOLIDAY PARK

Oolloo Road, Daly (Just on from Douglas Hot Springs)

Telephone (089) 78 2479

Beautiful country, safe for swimming, good fishing.
General Store, Tavern, Restaurant.
Caravan Park with grassed sites, Holiday Units.

DARWIN



DARWIN BOOMERANG MOTEL & CARAVAN PARK

Lot 2 Virginia Road (Just off Stuart Highway), Darwin

Telephone (089) 83 1202

New, self contained, air conditioned motel units.

Shady, powered sites. Pool. BBQs.

Central to all tourist attractions.



PALMS CARAVAN PARK

Stuart Highway, Darwin

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Fax (089) 32 1202

Cabins. On Site Vans. Shady Sites. Pools

Roadhouse/restaurant open for all your requirements.



TERRITORY WILDLIFE PARK

Cox Peninsula Road, Berry Springs

Telephone (089) 88 6000

Unique within Australia. Set within 400 hectares, see the native and introduced animals of the Northern Territory. Ride the free shuttle train or wander natural bush trails to Australia's largest

Nocturnal House, Birds of Prey Display, 1km Aviary walk, Aquarium, Reptiles and more.

Open 8.30am - 6pm daily. Last entry 4pm. Closed Christmas day only. Kiosk, Souvenirs, Caravan Parking. Wheelchair accessible.

Darwin is Australia's most northern city. The climate is tropical and encourages a very relaxed lifestyle. This part of Australia is known as the "Top End". Darwin is a multi-cultural city with a population of less than 100,000; among them Aboriginal people, Tiwi Islanders and people with Chinese, Greek and English backgrounds.

The Smith Street Mall with its bustling activity and perfumed frangipannis is just a short distance from the sea. Street parking is plentiful.

Darwin has lush, tropical gardens. Many of the houses are built high to catch every little breeze when it's hot and green lawns, palm trees and brightly coloured bougainvilleas abound.

It's never cold here; there is the dry from May to October with the weather a constant warm to hot 18-30°C every day. Many visitors arrive to enjoy the climate and the lifestyle.

After October is what the locals call "the buildup" when clouds gather getting ready for "the Wet". Many locals love the wet; they will tell you the whole place turns into a lush green garden. All the waterfalls cascade in Litchfield National Park and Kakadu.

Darwin is famous for spectacular sunsets, as well as dramatic lightening displays before the wet.

There are a few buildings of the old style architecture still about and they give an insight into days gone by. There were the "Colonials" who attempted to tame the tropical outposts and the Chinese, labourers, market gardeners, gold miners and merchants, giving the city an Asian influence. Aboriginal people and Tiwi islanders were well represented too.

Darwin bore the brunt of the war. In the 1970's Cyclone Tracey devastated the city. Displays depicting these events can be seen at the museums and art gallery. Also interesting visiting is the Wharf Precinct, with the Australian Pearling exhibition, Indo Pacific Marine, restaurants and cafes. Fish come in each day at high tide to be fed at Doctors Gully and the Botanic Gardens have extensive collections of tropical palms and plants. There are tours and a wide variety of dishes; choices range from fresh fish to multi-cultural gourmet dishes.

Enjoy your stay! For further information, call in to the Darwin Regional Tourist Centre in Smith Street Mall, Darwin.

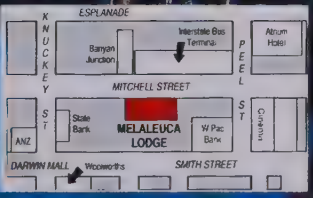


Florence Falls, Litchfield Park.

DARWIN



Government House



50 Mitchell Street, Darwin

Telephone (089) 41 3395

Fax (089) 41 3368

Great value budget accommodation in the centre of Darwin, opposite the Greyhound & McCafferty's Coach Terminal.
Fully refurbished, all rooms with new carpet, curtains, washbasins, beds and linen. All rooms are air conditioned, mostly 4 share with some 8 share, all with shared facility bathrooms.

- ★ 10 Double rooms.
- ★ Individual lockers in every room.
- ★ Large swimming pool.
- ★ 3 Brand new kitchens for self catering.
- ★ Tropical gardens with outdoor seating/reading areas.

Ideal for those wishing to save money to spend on activities.

Prices: \$14 for 4 Share dormitory. \$45 for Twin or Double. All major credit cards accepted.



PENINSULA APARTMENT HOTEL

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Telephone (089) 81 1922

Fax (089) 41 2547

Free call 008 808 564

Great location, 10 minutes walk from City Centre.
Self contained, air conditioned studio and family apartments with colour TV and telephone.
Private facilities, units serviced daily.
Undercover pool, BBQ facilities.
Licensed entertainment area, pool table, tour desk.
Comfortable, friendly environment: Your home away from home.



Parliament House



Chinese man with load of wood, Photo taken 1800s



THE DARWIN CLUB

Old Admiralty House

Corner Esplanade/Knuckey Street, Darwin

Telephone (089) 81 8300

Visitors are welcomed to Darwin's oldest club.
Heritage building in lush tropical gardens, right in the heart of Darwin. Licensed.
Delicious Meals. Morning and Afternoon Teas.



Egret



EAST POINT MILITARY MUSEUM

East Point Road, Fanny Bay

Telephone (089) 81 9702

Relive the past - Discover one of Australia's best kept secrets, in air conditioned comfort. Startling and informative displays with dramatic footage of bombing attacks on Darwin, photographic displays.
Shady tropical gardens, ideal for picnic or BBQ.

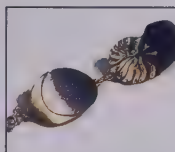
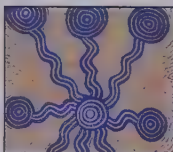
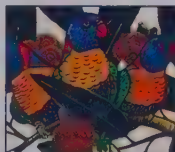
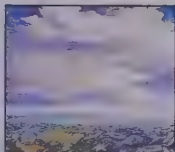
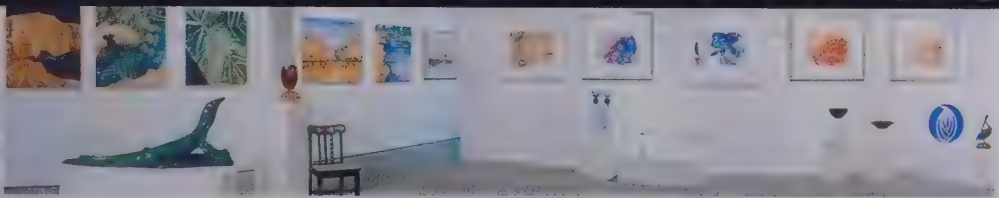
DARWIN



Start of the Darwin to Ambon Race



If you think the Territory's big, just wait till you see our gallery



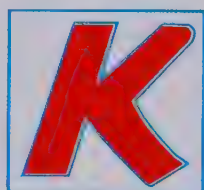
Framed - the Darwin Gallery is the biggest commercial gallery in the North, with the most diverse choice of contemporary and Aboriginal art, craft and jewellery. Framed covers over 300m² of space

through 10 rooms. Come and enjoy fine art from the best in Australia, a matchless Aboriginal collection and delightful craft of exquisite design. We'll arrange freight to anywhere in the world.

Discover the true artbeat of the Territory at Framed Gallery.

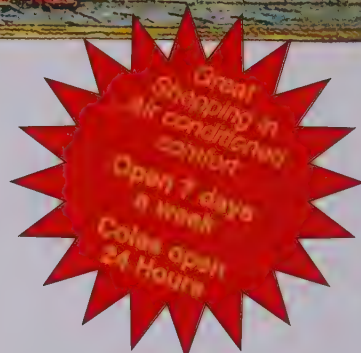
Framed
THE DARWIN GALLERY
CELEBRATING TEN YEARS 1985-95

55 Stuart Highway, Stuart Park Tel (089) 812 994



KARAMA SHOPPING PLAZA

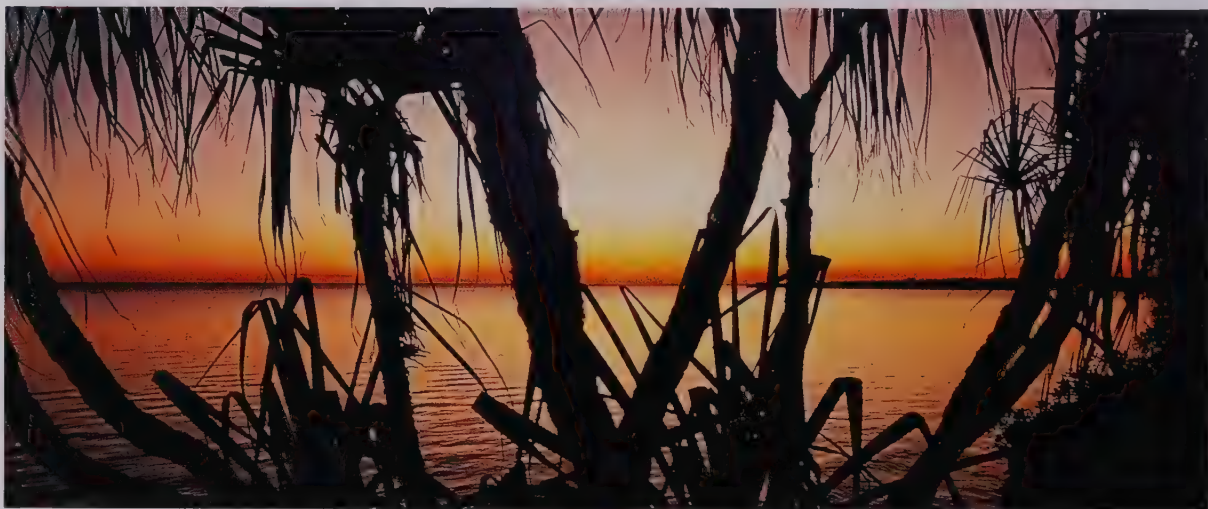
KALYMNOS DRIVE, KARAMA
TELEPHONE (08) 8981 6711



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| ★ Coles | ★ Australia Post | ★ Karama Chem Mart |
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Also at Karama Shopping Plaza

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Asti Motel

Corner of Packard Place and Smith Street, Darwin

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Spend a night, not a fortune

- Located in the heart of Darwin
- 24 Hour Reception
- 86 Air conditioned rooms with balconies
- Salt water swimming pool and spa



Botanic Gardens



COCONUT GROVE HOLIDAY APARTMENTS

146 Dick Ward Drive, Coconut Grove, Darwin

Telephone (089) 85 0500

Fax (089) 85 0591

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Serviced holiday apartments set amongst lush tropical ferns and huge palms, just minutes from the airport, city, beaches, shopping and sports stadium.

Studio apartments, 1,2 and 3 bedroom family suites, all with well equipped kitchen. Linen supplied. Pool. Laundry.

WARNING

Giant Reptiles Stalk ... at Crocodylus Park

The prehistoric creatures of Crocodylus Park have stalked the earth since the age of the dinosaurs. To ensure this fascinating reptile continues to rule the murky waterways of the world, research has become absolutely vital.

Just 5 minutes from Darwin Airport, Crocodylus Park is the world's most unique crocodile research attraction featuring an airconditioned museum and education centre, kiosk, souvenir shop and much more.

See large crocodiles feed and learn about the research programs.

You'll soon discover why Darwin has become the crocodile capital of the world!



... a world of crocodiles

Open 9am - 5pm Everyday.
Feeding and tour 11am and 2pm.
Tel: (089) 472 510
Fax: (089) 472 497
McMillans Road, Berrimah,
Darwin, NT



DRAWING ROOM

DARWIN TO KAKADU



GRAND WETLAND ADVENTURES

Telephone 015 189 613 or (089) 78 8950

Helicopter flights and Air Boat Rides over Wetlands.

See wildlife where they live: Buffalo, Wild Pigs, Crocodiles, Wild Geese and Ducks, Brolgas and the many birds that live in the wetlands.

The Arnhem Highway

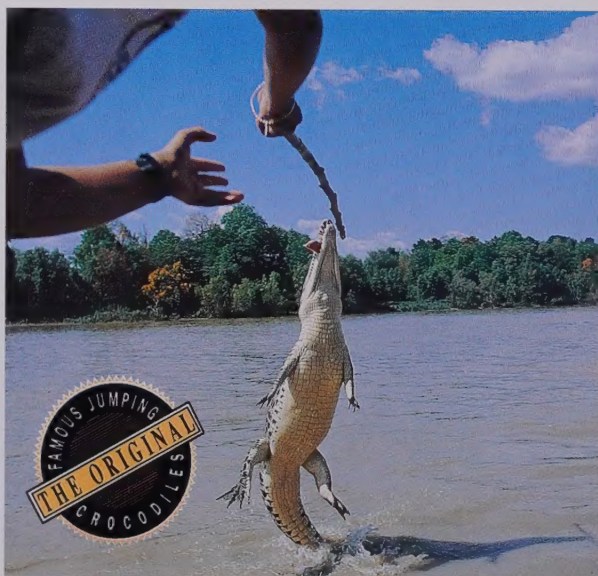
The Arnhem Highway is an all weather road to Kakadu. The distance from Darwin is 250ks. The road is built over the wetlands of the Mary River flood plain. It's barramundi, wild pig and buffalo country. The Mary and Adelaide Rivers are the natural habitat for crocodiles.

The wildlife sanctuary, Fogg Dam is not far off the highway. Flocks of water birds abound and walks are signposted.

Beatrice Hill, Widow on the Wetlands sits high on a hill overlooking the wetlands and displays interesting interpretations of the area.

Stuart's exploring party camped to the north of the highway at Shady Camp, (now a favourite fishing spot) on the epic trip to the coast. They left South Australia in January, the hottest part of the year, which was lucky as they then arrived in this country in July, otherwise they could not have reached the sea when the plain was in flood.

Kakadu is 2000 square kilometres, the largest national park in Australia and is World Heritage Listed. It is home to many flocks of birds, native animals, salt water and fresh water crocodiles. The scenery is diverse and spectacular.



JUMPING CROCODILE CRUISE

Arnhem Highway (Just 64 km from Darwin)

Telephone (089) 888144 for bookings

Jumping Crocodile Cruise on the Adelaide River Queen is the most exciting thing you will see in the Territory. Crocodiles in the wild just an arms length away in complete safety behind armour plated glass. These magnificent animals up to 6 metres in length leap out of the water next to the boat.. DON'T MISS IT.



SPIRIT OF DARWIN HARBOUR CRUISE

Departs from Cullen Bay Marina

Telephone (089) 888144 for Bookings

The sunset cruise is the most beautiful evening on the water you can have. Hear about the history of Darwin both past and present. A water view of the sky line and a trip through the Cullen bay lock system, this is the complete evening cruise.

Enjoy a glass of Champagne or a cold beer and watch the magnificent sunset. Runs daily year round.



Yellow Waters, Kakadu

Mr Stuart's destination 12°21' 131°49'

